

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

MEETING MATERIALS

SEPTEMBER 29, 2006

CALTRANS

BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION.















Letter of Transmittal

DATE: September 22, 2006

TO: Toll Bridge Program Oversight Committee

(TBPOC)

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Binder – September 29, 2006

Attached is the <u>TBPOC Meeting Materials Binder</u> for the September 29th meeting. The binder includes memoranda and reports that will be presented at the meeting. A <u>Table of Contents</u> is provided following the <u>Agenda</u> to help locate specific topics. Items that are to be included after the mail-out will be printed on blue paper.



September 29, 2006, 1:30 PM - 3:30 PM The Claremont Conference Room, MTC/BATA Office, 1018th St., Oakland

	Topic	Presenter	Time	Desired Outcome		
1.	CHAIR'S REPORT	W. Kempton, CT	5 min	Information		
		W. Kempton, C1	O IIIIII	Information		
2.	consent calendar a) August 24, 2006 Meeting Minutes* b) TBPOC Calendar 2007*	A. Fremier, BATA A. Fremier, BATA	2 min 2 min	Approval Approval		
3.	monthly progress report a) Draft September 2006 Monthly Progress Report***	A. Fremier, BATA	2 min	Information		
4.	PROGRAM ISSUES a) Capital Outlay Support Presentation* b) Annual Meeting Update*	T. Anziano, CT T. Anziano, CT	20 min 5 min	Information Information		
5.	SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES					
5a.	West Approach* 1) CCO 150*	T. Anziano, CT T. Anziano, CT	5 min 5 min	Information Approval		
5b.	Yerba Buena Island 1) YBI Transition Structure* 2) South/South Detour*	T. Anziano, CT T. Anziano, CT	5 min 5 min	Information Information		
5c.	E2/T1 Foundations*	T. Anziano, CT	5 min	Information		
5d.	East Span SAS Superstructure*	T. Anziano, CT	5 min	Information		
5e.	East Span Skyway*	T. Anziano, CT	5 min	Information		
5f.	Oakland Touchdown (OTD)* 1) Plans, Specifications and Estimate*	T. Anziano, CT T. Anziano, CT	5 min 5 min	Information Approval		
6.	NEW BENICIA-MARTINEZ BRIDGE* a) Open Road Tolling CCO*	T. Anziano, CT A. Fremier, BATA	5 min 5 min	Information Approval		
7.	OTHER BUSINESS a) Face-to-Face between TBPOC and PMT	W. Kempton, CT	10 min	Information		
	Next Meeting (s): Wednesday, October 25, 2006, 2:30 - 4:30 PM, Sacramento					

^{*} Attachments
** Final Documents still in process; to be provided as soon as available.
*** Stand alone document included in the binder.



Table of Contents

TBPOC MEETING September 29, 2006

INDEX AGENDA TAB ITEM		DESCRIPTION		
1	1	CHAIR'S REPORT (No attachments)		
2	2	consent calendar a) August 24, 2006 Meeting Minutes* b) TBPOC Calendar 2007*		
3	3	MONTHLY PROGRESS REPORT a) Draft September 2006 Monthly Progress Report***		
4	4	PROGRAM ISSUES a) Capital Outlay Support Presentation* b) Annual Meeting Update*		
5	5	SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES		
	5a	West Approach* 1) CCO No. 150*		
	5b	Yerba Buena Island 1) YBI Transition Structure* 2) South/South Detour*		
	5c	E2/T1 Foundations*		
	5d	East Span SAS Superstructure*		
	5e	East Span Skyway*		
	5f	Oakland Touchdown (OTD)* 1) Plans, Specifications and Estimate*		
6	6	NEW BENICIA-MARTINEZ BRIDGE* a) Open Road Tolling CCO*		
7	7	OTHER BUSINESS (No attachments) a) Face-to-Face between TBPOC and PMT		

Final Documents still in process; to be provided at the meeting. Stand alone document included in the binder.

Item 1: Chair's Report

No Attachments



Memorandum

TO: Toll Bridge Program Oversight Committee DATE: September 22, 2006

(TBPOC)

FR: Andrew Fremier, BATA Deputy Executive Director

RE: Agenda No. - 2a

Consent Calendar

Item- August 24, 2006 Meeting Minutes

Cost:

N/A

Schedule Impacts:

N/A

Recommendation:

Approval

Discussion:

The Program Management Team has reviewed and requests approval of the August 24, 2006 Meeting Minutes.

Attachment:

August 24, 2006 Meeting Minutes



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

MEETING MINUTES

August 24, 2006, 1:00 PM – 3:00 PM Director's Conference Room 1113, Caltrans 1120 N Street, Sacramento, CA

Attendees: <u>TBPOC Members</u>: Will Kempton, Steve Heminger, John Barna; <u>PMT Members</u>: Tony Anziano, Andy Fremier, Stephen Maller; <u>Participants</u>: Andre Boutros, Beatriz Lacson, Brian Maroney, Dan McElhinney, Judis Santos, Bijan Sartipi, Phil Stolarski, Dennis Turchon, Mark Zabaneh

Convened: 1:08 PM

	Items	TBPOC Decision/Direction
1.	 The Chairman gave an update on a recent situation involving a KQED reporter who requested a review of the Program's safety procedure regarding dust control, due to an alleged high concentration of silica in the workplace. OSHA was brought in to ensure compliance. KQED will proceed with a factual story to be handled by a Sr. Editor which will focus on how silica is managed in the workplace and communicate Caltrans' efforts to ensure a safe working environment. The Public Affairs office was recognized for their management of this situation. 	
2.	 Consent Calendar a) July 27, 2006 Meeting Minutes BATA recommended TBPOC approval of the July 27, 2006 Meeting Minutes. 	• The TBPOC APPROVED the Minutes of the TBPOC July 27, 2006 Meeting.
3.	Monthly Progress Report a) BATA presented the August 2006 Monthly	BATA reported that the TBPOC

Items	TBPOC Decision/Direction
Progress Report for information.	APPROVED the July Monthly
 It is anticipated that TBPOC will 	Progress report on July 27th
approve the report through their	through their respective PMT
respective PMT members as soon as	representatives.
updated expenditure data become	-
available and after their appropriate	
reviews.	
 There is one more week to take 	
comments and finalize the report.	
The Chairman observed that he has not	
been aware of any comments outside of	
the TBPOC - none from elected officials.	
 It was assumed that they are 	
satisfied with the reporting.	
 A discussion arose regarding the 	Request from TBPOC to develop a
use of the "green dot" for West	process that integrates the
Approach on pages 2 and 3, and	schedule/cost forecast changes
the suggestion that a "yellow dot"	protocols together with risk
might be more accurate.	management, the budget balance
 The Department confirmed that 	beam and the monthly reporting.
based on the Program Budget	, , ,
Forecast Changes protocol	 Report back to the TBPOC on how
approved last month, the status	judgment is being applied to
falls under green.	determine when the situation is a
 With the West Approach, the 	yellow, red or green. Clarify yellow
forecast line is the budget line.	and red definitions.
Decision to use yellow or green	
was a judgment call.	
The Benicia-Martinez schedule on page	
34 shows an apparent inconsistency.	
 This and other schedules will 	
change in light of the protocol for	
Program Schedule Forecast	
Changes being developed.	
changes some developed.	
4. Program Issues	
a) QA/QC Presentation	
The Department presented a Quality	
Control/Quality Assurance process	
overview covering:	
 Asphalt Concrete 	
o Portland Cement/Aggregates	
 Electrical Items 	
 Structural Materials 	
 Terms were defined, responsibilities 	

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v .	TINDOG D /D
Items	TBPOC Decision/Direction
officials and affected residents are	
ongoing and have had positive	
effects.	
 The Chairman reiterated that the 	
Program can never have enough	
outreach.	
 Except for some refinements, the 	
mitigation plan remains unchanged.	
6. SFOBB East Span SAS Superstructure	
Contract	
a) The Department provided an update.	
ABF is onsite and the project is off and	
running.	
 Key focus is on fabrication in China. 	
· · · · · · · · · · · · · · · · · · ·	
The Program Manager gave a slide presentation of his recent follow up trip	
presentation of his recent follow-up trip to China.	
success of this project lies in China.	
7D) (C) 700/ C) 11	
market for port cranes.	
Establishing a museum similar to the Veenging Museum in Verse	
the Yeongjong Museum in Korea should be considered after the	
bridge is erected.	
o The Program should be aggressive	
in getting staff on-site. ZPMC will	
be ready in January.	
o The Program could benefit from	
lessons learned by U.S.	
organizations already present in	
China, e.g., the Port of Oakland	
and Fluor. The latter, who has a	
license in China, has offered	
assistance with staging.	
b) Partnering (Meet and Greet with ABF)	
 American Bridge Fluor Enterprises, Inc., 	
a Joint Venture, (ABF) is making the	
arrangements for a dinner meeting on	
September 13th between members of the	
TBPOC/PMT and the core management	
team of ABF, as well as executives of the	
,	

(continued)

Items	TBPOC Decision/Direction
American Bridge and Fluor organizations. • A partnering discussion with no formal	 Prepare talking points for TBPOC
presentation is anticipated.	on the SAS schedule (e.g., E2/T1 will not delay SAS), obvious China questions (Buy America issue); plan to work with ABF and ZPMC in fabrication.
7. SFOBB East Span Skyway Contract	
a) CCO No. 200- Closeout	
 The Department requested TBPOC approval for CCO No. 200 for \$94,394,113 to cover all closeout issues except direct cost claims associated with the fabrication of the two steel transition decks. The direct cost claims are anticipated to be within both the budget and existing risk management total for the Skyway Contract. Execution of CCO No. 200 is contingent on execution of CCO No. 44 for the E2/T1 contract. 	• The TBPOC APPROVED CCO No. 200 for \$94,394,113.
8. SFOBB East Span SAS E2/T1	
Foundations Contract a) The Department provided an update.	
 The Department provided an update. There has been a marked improvement 	
in production.	
o KFM has a good management	
plan for beams and E2/T1 piles. • Contract schedule completion date is	
March 31, 2008.	
The contract may complete early -	
incentives exist. o Contractor is 2-4 weeks behind in	
meeting the full early completion	
bonus date of December 2007.	
 Early completion is anticipated to be mid-January 2008. 	
9. New Benicia-Martinez Bridge	
a) The Department presented no additional	
information than was provided as update in the	

(continued)

 Items meeting materials binder. The Department confirmed that the project is still forecast to come in under the current approved budget. 	TBPOC Decision/Direction
 10. Other Business a) Face-to-Face between TBPOC and PMT Members The next TBPOC meeting is on September 29, 2006 at the MTC Office in Oakland. 	Include as the last item in the agenda of all future TBPOC meetings a face-to-face between TBPOC and PMT members.

Adjourned: 2:54

MEETING MINUTES

August 24, 2006, 1:00 PM — 3:00 PM Director's Conference Room 1113, Caltrans 1120 N Street, Sacramento, CA

APPROVED BY:		
WILL KEMPTON , Director California Department of Transportation	Date	
JOHN F. BARNA, Jr., Executive Director California Transportation Commission	Date	
STEVE HEMINGER, Executive Director Bay Area Toll Authority	Date	



Memorandum

TO: Toll Bridge Program Oversight Committee DATE: September 22, 2006

(TBPOC)

FR: Andrew Fremier, BATA Deputy Executive Director

RE: Agenda No. - 2b

Consent Calendar

Item- TBPOC Calendar 2007

Cost:

N/A

Schedule Impacts:

N/A

Recommendation:

Approval

Discussion:

The Program Management Team has reviewed and requests approval of the TBPOC Calendar for 2007.

Attachment:

TBPOC Calendar 2007

TBPOC Meeting Calendar 2007 (as of September 22, 2006)

	JANUARY 2007					
MON	TUE	WED	THU	FRI		
HOLIDAY	PMT					
1	2	3	4	5		
PMT		BATA OC				
8	9	10	11	12		
HOLIDAY	PIVIT					
	16	17	18	19		
PMT		мтс	IBPOC			
22	23	24	Вау 25	26		
DIAT		ото				
PMT		СТС				
29	30	31				

- 1 New Years Day Observed
- 15 M L King Jr's Birthday
- 31 CTC Meeting
- BATA Meetings subject to change

APRIL 2007					
MON	TUE	WED	THU	FRI	
РМТ 2	3	4	5	6	
PMT		BATA OC			
9	10	11	12	13	
PMT					
16	17	18	19	20	
PMT	ТВРОС	MTC	стс		
23	Sac 24	стс 25	26	27	
PMT					
30					

25, 26 - CTC Meetings

BATA Meetings subject to change

JULY 2007						
MON	TUE	WED	THU	FRI		
_{РМТ}	3	HOLIDAY 4	5	6		
_{РМТ}	10	вата ос 11	12	13		
PMT						
16	17	18	19	20		
PMT	TBPOC	MTC	СТС			
23	Bay 24	25	26	27		
рмт 30	31					

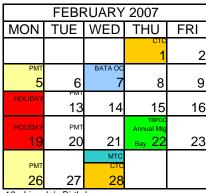
4 - Independence Day 25, 26 - CTC Meetings

BATA Meetings subject to change

	OCTOBER 2007					
MON	TUE	WED	THU	FRI		
РМТ 1	2	3	4	5		
HOLIDAY	PMT	BATA OC				
8	9	10	11	12		
PMT						
15	16	17	18	19		
PMT		мто	TBPOC Sac			
22	23	24	25	26		
PMT						
29	30	31				

8 - Columbus Day No CTC Meeting

BATA Meetings subject to change



12 - Lincoln's Birthday

- 19 Presidents Day
- 1, 28 CTC Meetings
- BATA Meetings subject to change

MAY 2007					
MON	TUE	WED	THU	FRI	
	1	2	3	4	
PMT		BATA OC			
7	8	9	10	11	
PMT					
14	15	16	17	18	
PMT		мтс	ТВРОС		
21	22	23	Bay 24	25	
HOLIDAY	PMT				
28	29	30	31		

28 - Memorial Day No CTC Meeting

BATA Meetings subject to change

AUGUST 2007				
MON	TUE	WED	THU	FRI
		1	2	3
_{РМТ}	7	8	9	10
PMT				
13	14	15	16	17
PMT			TBPOC	
20	21	22	Sac 23	24
РМТ 27	28	29	30	31

NOVEMBER 2007					
MON	TUE	WED	THU	FRI	
			1	2	
PMT		BATA OC	CTC		
5	6	стс 7	8	9	
Veteran's	PMT				
Day 12	13	14	15	16	
PMT			HOLIDAY	HOLIDAY	
19	20	21	22	23	
PMT		MTC	TBPOC		
26	27	28	Вау 29	30	

7, 8 - CTC Meetings

- 9 Veteran's Day
- 22, 23 Thanksgiving Day and day after BATA Meetings subject to change

	MARCH 2007				
MON	TUE	WED	THU	FRI	
			1	2	
РМТ 5	6	BATA OC	8	0	
•	6	1	0	9	
PIVIT		СТС	СТС		
12	13		ıυ	16	
PMT			TBPOC		
19	20	21	Bay 22	23	
PMT		мтс		HOLIDAY	
26	27	28	29	30	

30 - Cesar Chavez's Birthday

- 14,15 CTC Meetings
- BATA Meetings subject to change

JUNE 2007					
MON	TUE	WED	THU	FRI	
				1	
PMT		CTC	CTC		
4	5	6	7	8	
PMT		BATA OC			
11	12	13	14	15	
PMT					
18	19	20	21	22	
PMT		MTC	TBPOC		
25	26	27	Sac 28	29	

6, 7 - CTC Meetings

BATA Meetings subject to change

SEPTEMBER 2007				
MON	TUE	WED	THU	FRI
HOLIDAY 3	_{РМТ}	5	6	7
_{РМТ} 10	11	вата ос 12	13	14
PMT		стс	стс	
17	18	19	20	21
PMT		MTC	TBPOC	
24	25	26	Bay 27	28

19,20 - CTC Meetings

- 3 Labor Day
- BATA Meetings subject to change

DECEMBER 2007				
MON	TUE	WED	THU	FRI
				1
PMT				
3	4	5	6	7
PMT		BATA OC	СТС	
10	11	стс 12	13	14
PMT		MTC		
17	18	19	20	21
PMT	HOLIDAY		TBPOC	
24	25	26	Sac 27	28

12, 13 - CTC Meetings

- 25 Christmas Day observed
- BATA Meetings subject to change



Memorandum

TO: Toll Bridge Program Oversight Committee DATE: September 22, 2006

(TBPOC)

FR: Andrew Fremier, BATA Deputy Executive Director

RE: Agenda No. - 3a

Monthly Progress Report

Item- Draft September 2006 Monthly Progress Report

Cost:

N/A

Schedule Impacts:

N/A

Recommendation:

For Information Only

Discussion:

BATA will state, for the record, that the TBPOC approved the August 2006 Monthly Progress Report through their respective PMT members on August 31, 2006.

TBPOC approval of the September 2006 Monthly Progress Report through their respective PMT representatives is anticipated as soon as updated expenditure data become available.

Attachment:

Draft September 2006 Monthly Progress Report



Memorandum

TO: Toll Bridge Program Oversight Committee DATE: September 22, 2006

(TBPOC)

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 4a

Program Issues

Item- Capital Outlay Support Presentation

Recommendation:

For Information Only

Discussion:

The Department will be providing the TBPOC with a presentation on capital outlay support for the Toll Bridge Seismic Retrofit Program (TBSRP).

The presentation is provided for your use.

Attachment:

Capital Outlay Support (COs) Overview

Toll Bridge Seismic Retrofit Program

Capital Outlay Support (COS) Overview

September 29, 2006

Presented To:

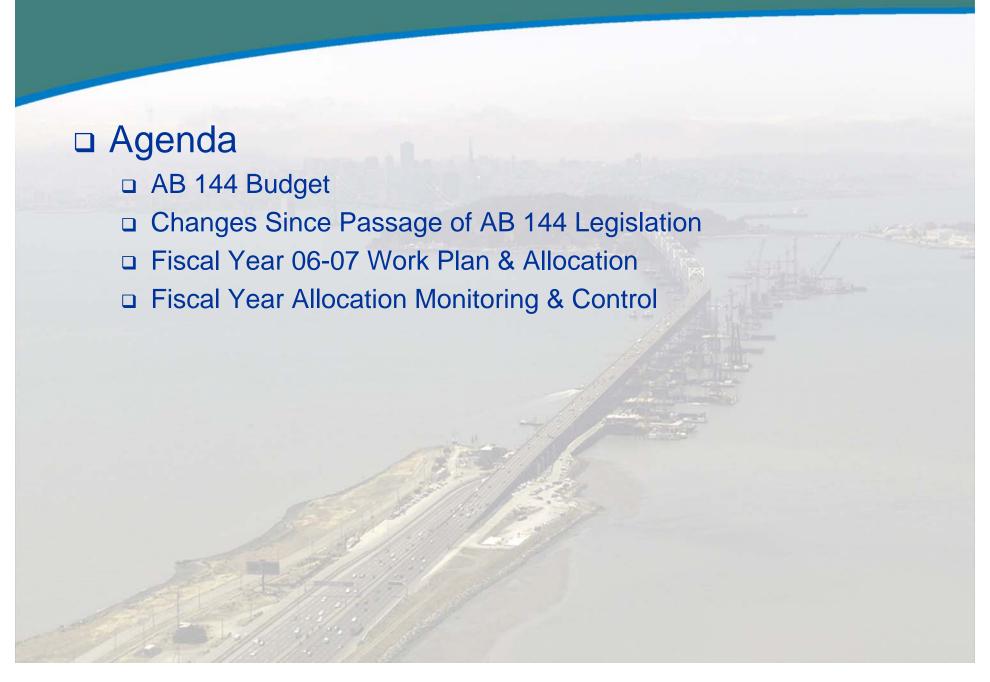


Given By:



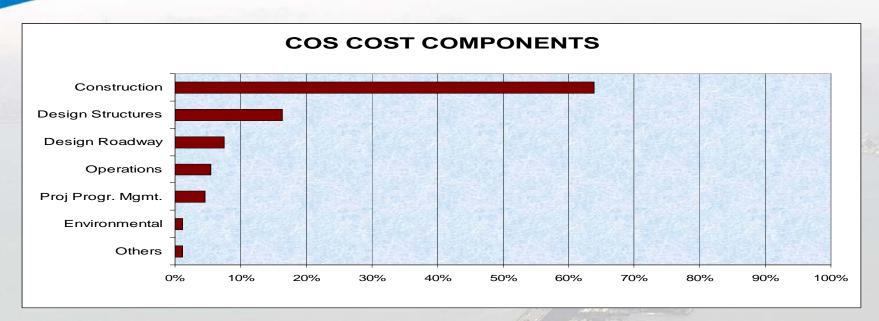
DEPARTMENT OF TRANSPORTATION
TBSRP Support Office

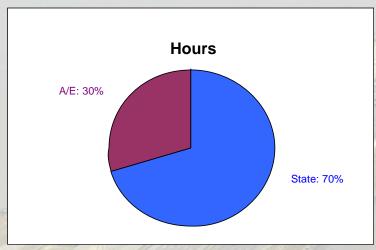


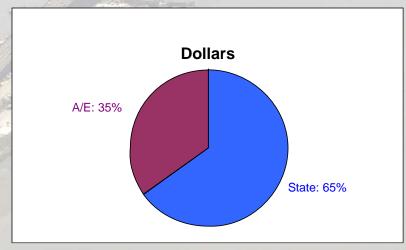




Major COS Cost Components - Remaining Work



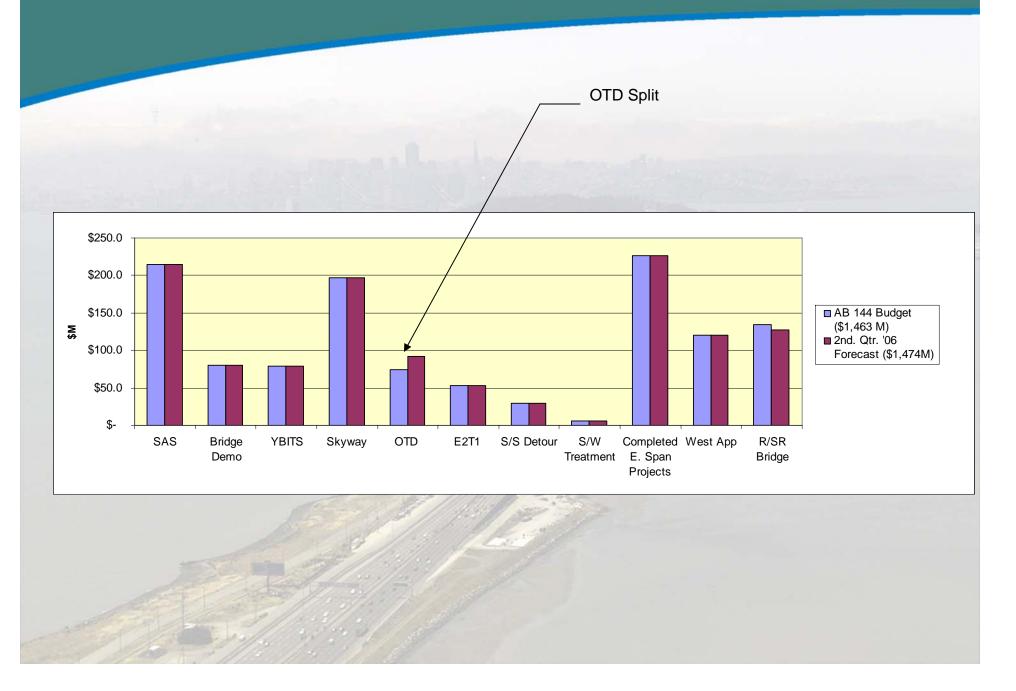




COS Program Budget (\$M)



Current COS Forecast – Ongoing Projects (\$M)

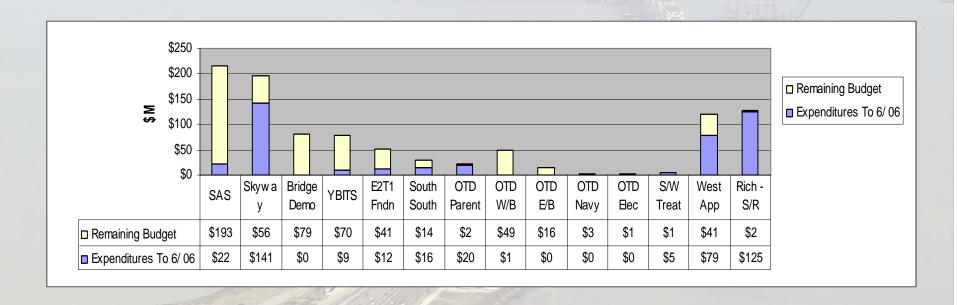


Forecasted Expenditures for Ongoing Projects

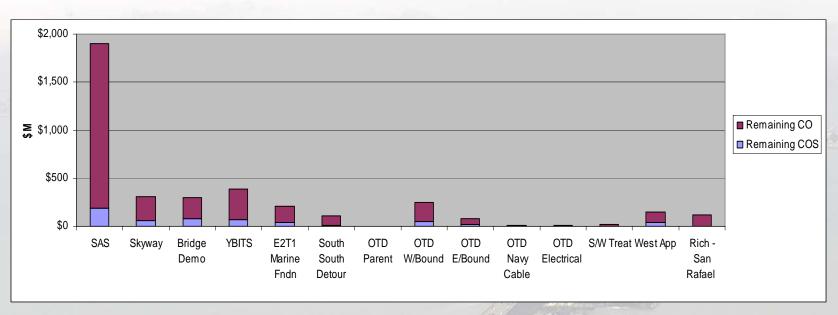
Expenditures Thru June 30, 2006: \$884 Million

Budget Remaining July 1, 2006 : \$579 Million

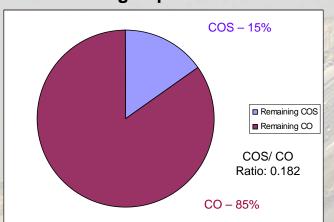
Forecasted Expenditures : \$590 Million

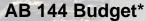


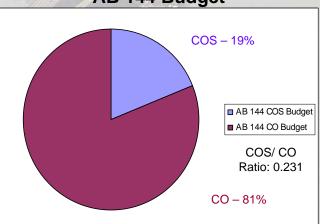
Comparison of the Remaining CO & COS Expenditure Forecast





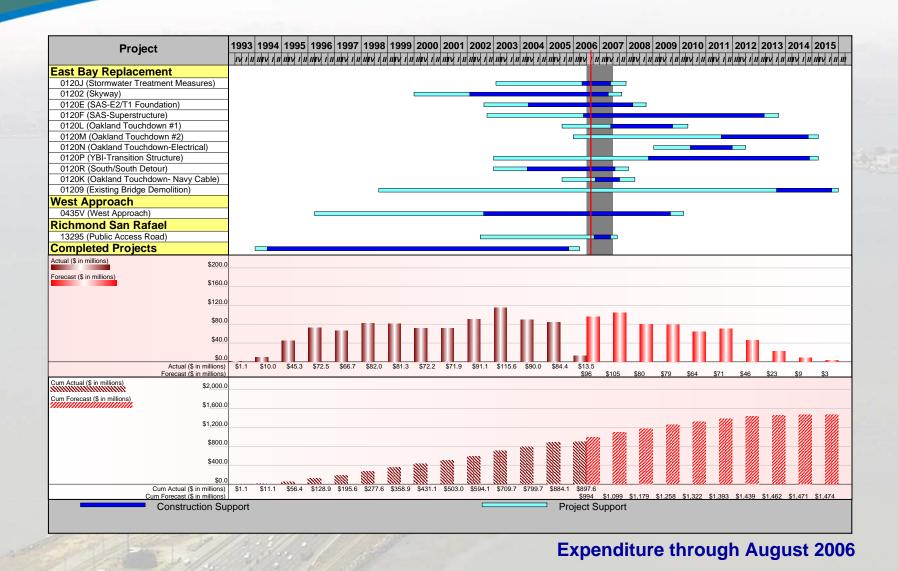






* Excluding Program Reserves

Cash Flow Based on the COS Forecast in the Second Quarter Report







- □ AB 144 COS Budget Developed August 2004
- □ AB 144 Legislated July 2005
- Program Changes Since July 2005 Impact COS Budget

Significant Drivers of COS Cost

COST DRIVER

CAUSE

Labor Rates



- Wages and Overhead rates are main components
- Changes in either will directly impact remaining cost

Project Schedules



- Schedule determines how long resources are needed on project.
- Changes in schedule impact cost

Scope Changes



- Additional design, management & review costs resulting from such factors as:
 - Project Splits
 - Construction change orders
 - Large number of contractor submittals
 - Changes in execution strategy, e.g., realignment
- Unforeseen program demands, e.g.,

Media Relations

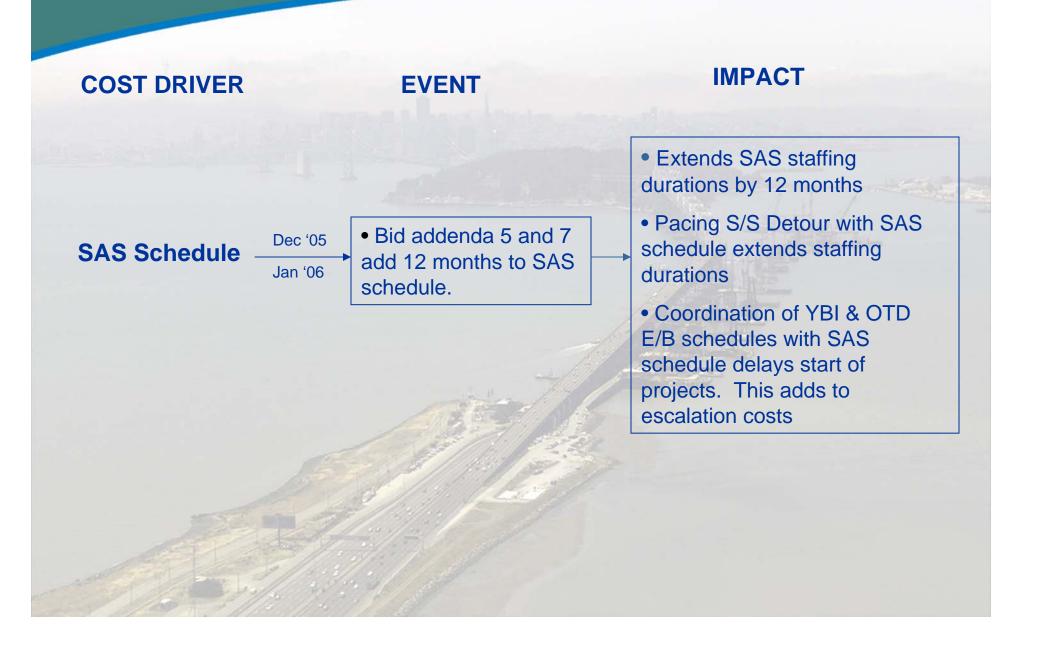
Outreach

Pubic Safety

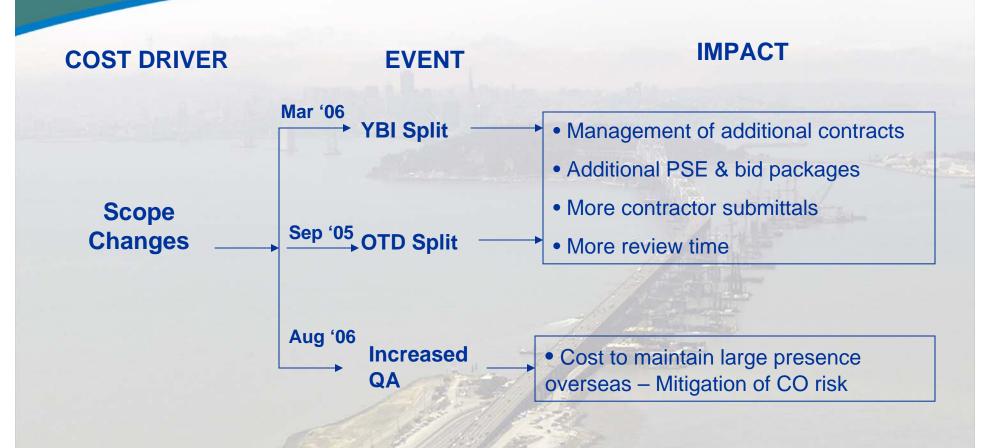
Changes In Unit Cost of Personnel Post AB 144 Legislation



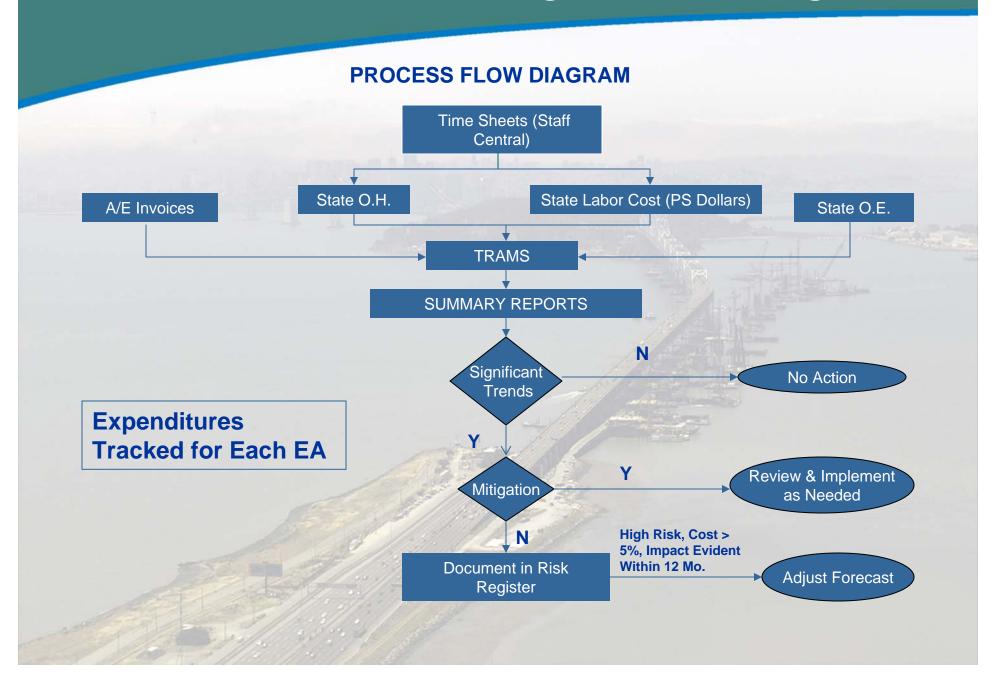
Changes in Project Schedule Post AB 144 Legislation



Changes in Project Scope Post AB 144 Legislation



Monitoring & Control – Program COS

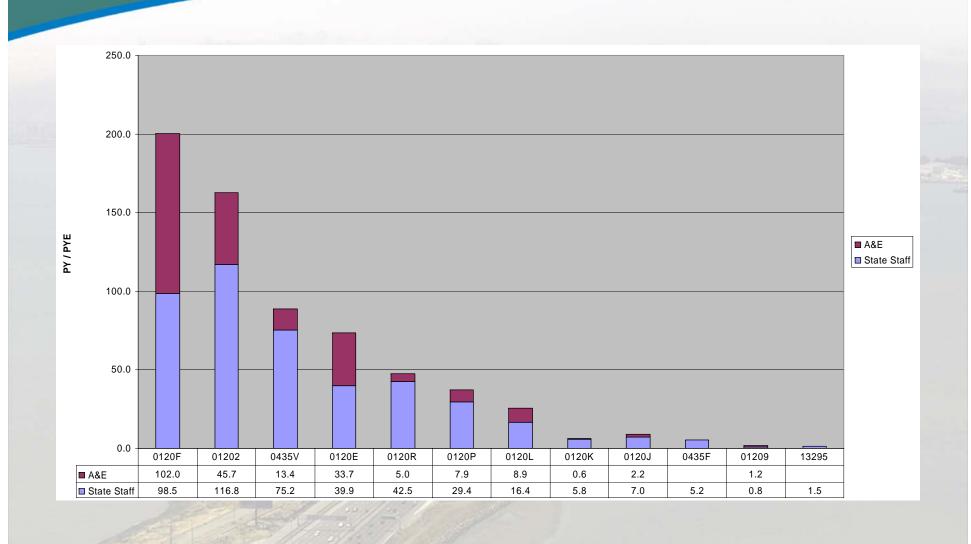




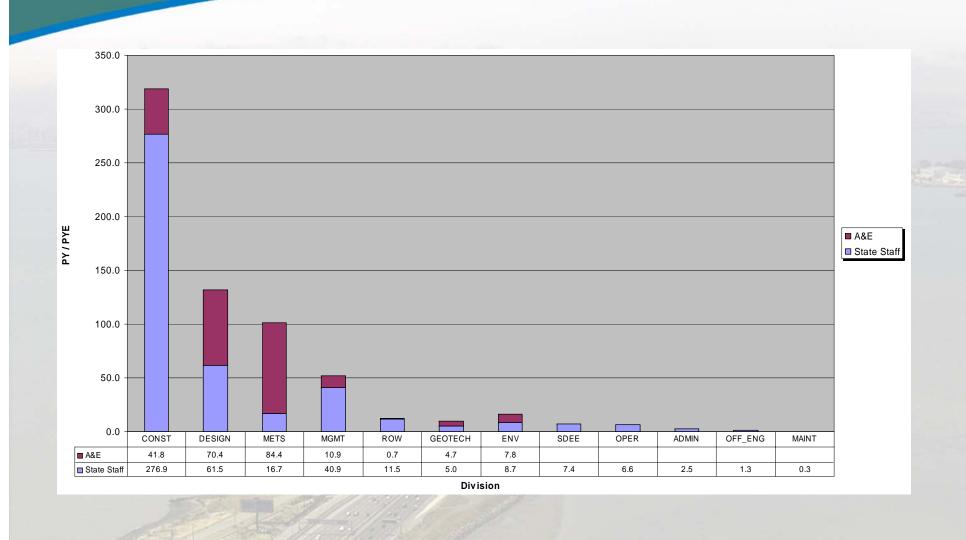
COS Allocation Request

- Annual Appropriation Process
 - □ Input By Functional Units (State & A/E Resources)
 - Development of Work Plan
 - Preparation of Annual Allocation Request
 - Receipt of Allocation
 - Reconciliation of Differences Between Work Plan & Allocation

FY 06/07 Work Plan (PYs & PYEs by EA)



FY 06/07 Work Plan (PYs & PYEs by Division)



FY 06-07 D04 Planned PYs for Skyway

Sum of 06/07 F	γ		EA5
District	Ddivision1	Office	01202
District 04	ADMINISTRATION	Business Management	0.94
	ADMINISTRATION Total	-	0.94
	CONSTRUCTION	Construction Field Support Servs	4.10
		Office Engineering Support	1.50
		SKYWAY RE	30.60
	CONSTRUCTION Total		36.20
	DESIGN	Engineering Services I	0.01
		Engineering Services II	0.07
		Landscape Architecture	0.20
		SFOBB ROADWAY DESIGN	0.50
	DESIGN Total	<u> </u>	0.78
	ENVIRONMENTAL	Cultural Resources Studies/ Envr	0.90
		Environmental Engineering	0.15
		ENVR. Program/Project MGMT	0.10
		Natural Science/Permits	0.26
		Water Quality Program	0.01
	ENVIRONMENTAL Total		
	MAINTENANCE	DDD Highway MAINT. Services	0.09
	MAINTENANCE Total		0.09
	OPERATIONS	District Traffic Management	0.0
		Electrical Design	0.80
		TRAFFIC	0.03
		Truck Services	0.03
	OPERATIONS Total		0.87
	PROGRAM/PROJECT MGMT	Consultant Services Unit	0.20
		Program Management Support	0.50
		PROJ MGMT SFOBB	3.50
		Project Management Support	0.20
	PROGRAM/PROJECT MGMT Total		
	RIGHT OF WAY	R/W Appraisal/Estimating Services	0.01
	RIGHT OF WAY Total		0.01
District 04 Tot	al		44.71

FY 06-07 D59 Planned PYs for Skyway

District 59	Geotechnical Services	Geotech Design West		
	Geotechnical Services Total	· · · · · · · · · · · · · · · · · · ·	0.09	
	METS	Rigid Pavement Mtls & Struc. Concrete	2.10	
		Structural Materials	3.32	
		Testing & Technology Svcs	0.28	
	METS Total		5.70	
	Program/Project Management	Project Delivery/Coord.	0.20	
		Project Management	0.20	
	Program/Project Management Total	ent Total		
	Structure Construction	SFOBB E. SPAN REPL	57.00	
	Structure Construction Total	Structure Construction Total		
	Structure Design	Bridge Design - West	4.00	
		Structures Contract Management	2.96	
	Structure Design Total		6.96	
	Structure Design & Earthquake Eng.	Design & Technical Services	1.50	
		Earthquake Engineering	0.23	
		Mech, Elect, Water & Wastewater	0.17	
	Structure Design & Earthquake Eng. Total			
District 59 Tota	al		72.05	
Grand Total			116.76	

PY and PYE Rates

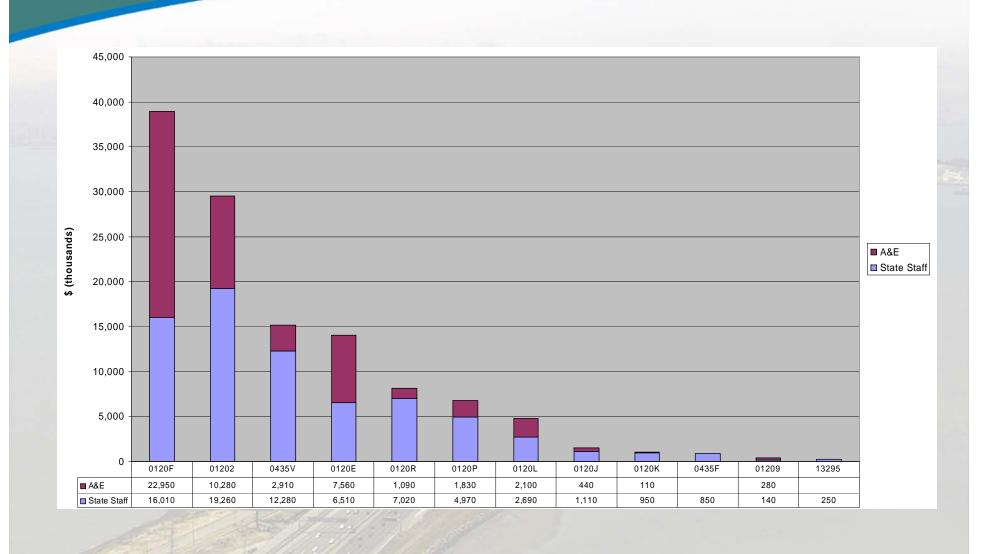
Dietriet	Division	PY		PYE	
District		FY 05/06	FY 06/07	FY 06/07	
	ADMIN	\$115,500	\$133,700		
	CONST	\$133,200	\$153,900	\$188,000	
	DESIGN	\$148,700	\$172,100	\$240,000	
	ENV	\$132,000	\$152,800	\$228,000	
04	EXT.AFFAIRS	\$145,800	\$168,800		
04	MAINT	\$96,300	\$111,500		
	OPER	\$144,400	\$167,200		
	MGMT	\$133,600	\$154,700	\$227,000	
	ROW	\$130,700	\$151,200	\$188,000	
	TRANS.PLNG	\$130,700	\$151,200		
	GEOTECH	\$134,800	\$156,000	\$179,000	
	METS	\$130,400	\$150,800	\$215,000	
59	OFF.ENG	\$137,500	\$159,200		
	MGMT	\$149,600	\$173,200		
	CONST	\$147,800	\$170,500	\$255,000	
	DESIGN	\$146,300	\$169,300	\$241,000	
	SDEE	\$143,100	\$165,600		

Average Rates	PY		PYE
District 04	\$140,000	\$161,000	\$220,000
District 59	\$152,000	\$172,000	\$228,000

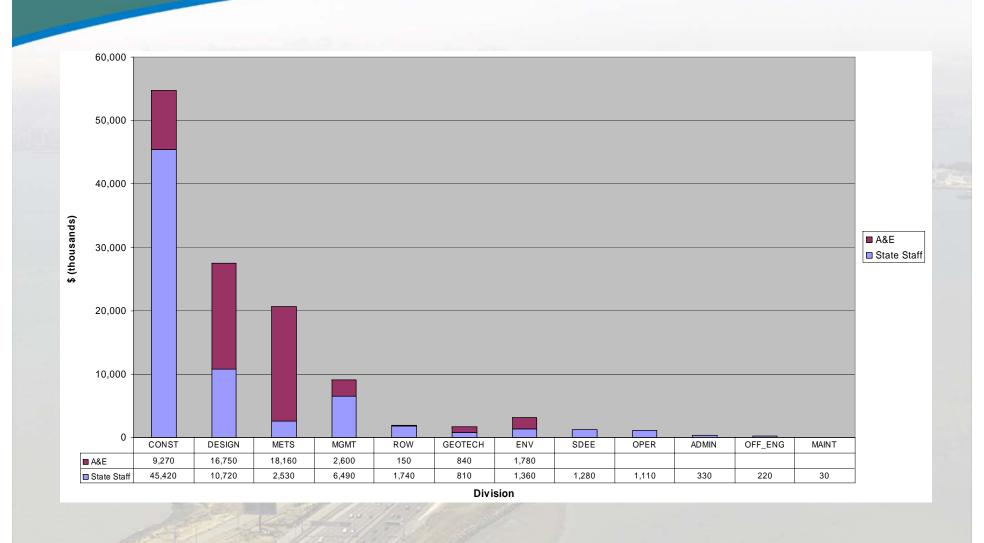
Notes:

- 1. PY rates are loaded rates (PS+OH+OE).
- 2. PS/PY rate are based on FY 05/06 actual regular PS Dollar thru April.
- 3. Operating Expense (OE) rate is based on FY 04/05 actual OE dollars.
- 4. OH rate for FY 05/06 is 37.54% and for FY 06/07 is 48.79%.
- 5. Base salary dollars for State staff reflects 7% increase for FY 06/07.
- 6. PYE rates are from Jack Siauw's FY 06/07 A&E Spending plan work sheet dated 2/16/06

FY 06/07 Work Plan (Dollars by EA)



FY 06/07 Work Plan (Dollars by Division)



Assumptions

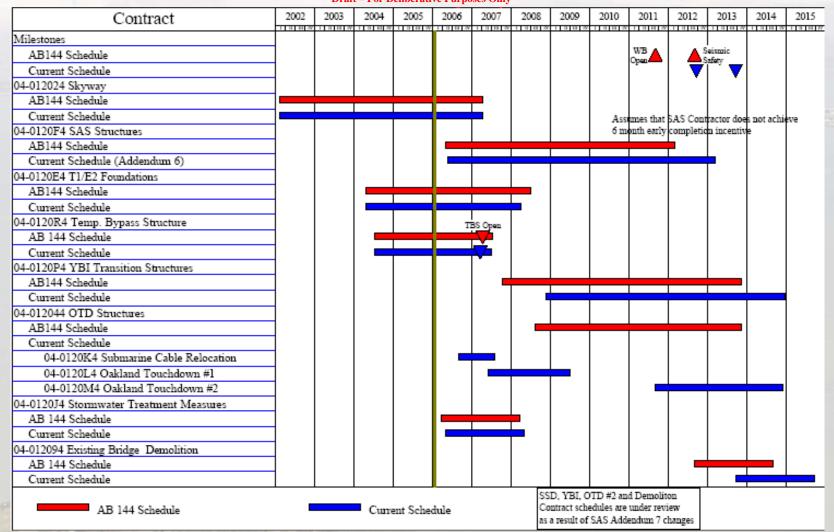
- Base salary dollars for state staff reflects 7% increase for FY 06/07.
- □ Overhead rate of 48.79% is used for FY 06/07.
- □ Forecast at completion is based on the 4th Quarter TBSRP Report, impact of approved schedule changes is under assessment and not included in the forecast.
- Proposed revisions to State overhead rate and anticipated wage escalation is included in FY 06-07 allocation request, but not included in forecast at completion.
- Work plan is based on corridor summary schedule dated 1/20/2006, except for contract 0120J which is scheduled to be complete by May 2007 based on contractor's bid.

$\boldsymbol{SFOBB-ESSP}$

Summary Schedule

AB144/Current Schedule Comparison

Draft - For Deliberative Purposes Only



Fiscal Year 2006-2007 Allocation Request

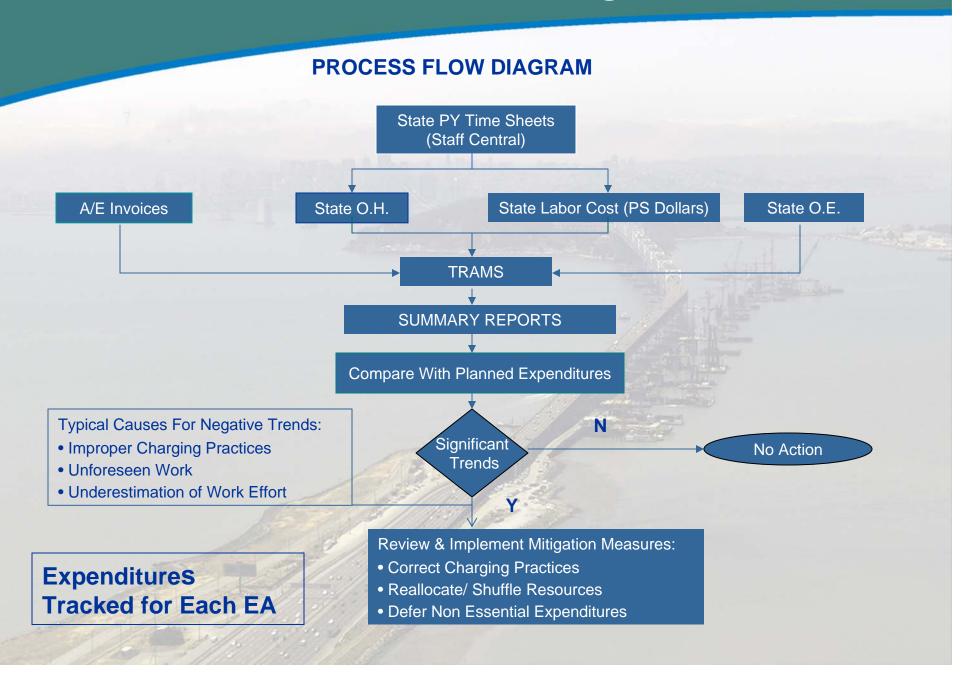
Bridge	Project / EA5 Description	State	Staff	A&E	Total	
Dilage	Project / LAS	Description	PY	\$	\$	\$
SFOBB-East Span	01202	SFOBB East Span- Skyway	117.0	19,300,000	10,200,000	29,500,000
-	01209	Existing Bridge Demolition	0.6	100,000	200,000	300,000
	0120E	SAS- E2/T1 Foundations	39.4	6,500,000	7,300,000	13,800,000
	0120F	SAS- Superstructure	98.5	16,300,000	23,400,000	39,700,000
	0120J	Stormwater Treatment Measures	6.1	1,000,000	100,000	1,100,000
	0120P	YBI - Transition Structure	30.3	5,000,000	1,800,000	6,800,000
	0120R	South/South Detour	42.4	7,000,000	1,100,000	8,100,000
	0120K	Oakland Touchdown - Navy Cable	6.7	1,100,000	200,000	1,300,000
	0120L	Oakland Touchdown No. 1	15.2	2,500,000	2,300,000	4,800,000
	0120M	Oakland Touchdown No. 2	0.6	100,000		100,000
SFOBB-East Span Total			356.7	58,900,000	46,600,000	105,500,000
SFOBB-West Approach	0435F	East Loop of Transbay Transit Terminal	5.5	900,000		900,000
	0435V	West Approach	74.5	12,300,000	3,000,000	15,300,000
SFOBB-West Approach Total		80.0	13,200,000	3,000,000	16,200,000	
Richmond-San Rafael 13295 Public Access		1.8	300,000		300,000	
Richmond-San Rafael Total		1.8	300,000		300,000	
Grand To	Grand Total		439	72,400,000	49,600,000	122,000,000



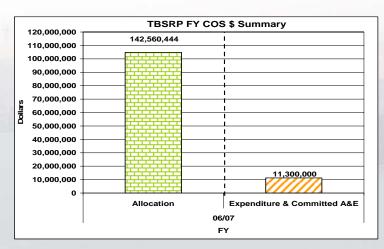
FY 06-07 Work Plan Versus Allocation

	Plan (2/15/06)	Allocation (8/23/06)
Resources		
PYs	439	373.3
COT PYEs	N/A	33.0
A&E PYEs	220	255.7
Total	659	662.0
Resource Dollars		
Regular PS	\$47,000,000	\$34,263,911
COT PS	N/A	\$2,320,374
A&E	\$49,500,000	\$49,679,699
Overhead	\$22,931,300	\$16,717,362
Other OE	\$2,068,700	\$1,837,520
Total	\$121,500,000	\$104,818,866

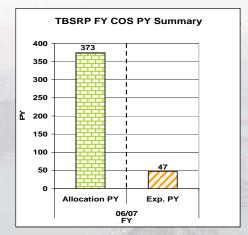
Monitoring & Control – FY COS



Toll Bridge Seismic Retrofit Program FY 06/07 COS Summary



		FY 06/07			
	Allocation	Expended thru Aug (FIDO)	Expenditure with A&E Committed thru Aug ⁴		
Person Service (PS) 1					
04 59	20,647,559 15,936,726	2,562,263 2,248,712	2,562,263 2,248,712		
Others ⁵ Subtotal	36,584,285	62,068 4,873,043	62,068 4,873,043		
Overhead (Cat. 26) ²					
04 59		2,378,769	2,378,769		
Others Subtotal	16,717,362 16,717,362	2,378,769	2,378,769		
A&E (Cat. 11) 3					
04 59 Others	15,355,699 34,324,000	1,781,769 249,949	2,500,000 1,500,000		
Subtotal	49,679,699	2,031,718	4,000,000		
Operating Expense (OE)					
04 59 Others	555,765 1,281,755	3,828 14,045 297	3,828 14,045 297		
Subtotal	1,837,520	18,169	18,169		
SUBTOTAL	104,818,870	9,301,699	11,300,000		



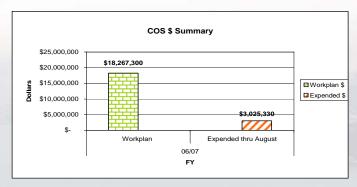
	FY 06/07				
PY	Allocation thru Aug (BMS)	Expended PY thru Aug (FIDO)			
PS	-	All lands			
04	210	25.3			
59	163	21.4			
Others		0.5			
Total	373	47.2			

- Notes

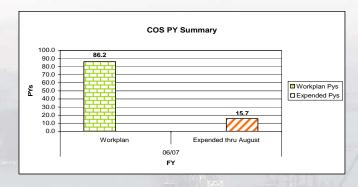
- 1. PS Allocation Rate is 92 K/PY (Cash Overtime Allocation added to PS Dollar)
- 2. OH is estimated using 48.79% ICRP assessment rate.
- A&E Projections provided by Office of Toll Bridge Resource & Capital Management.
 Jack Siauw for District 04 and Henry Seto for District 59
- 4. Committed A&E expenditures are (invoiced+uninvoiced work performed).
- 5. "Others": Other districts providing support, Districts 03,06,42,43,44,53,54,56 & 89.

RM-1 Benicia Martinez Bridge

FY 06/07 COS Summary



	FY 06/07			
		Workplan		enditure thru ug 06 (FIDO)
Person Service (PS)				
04	\$	3,040,000	\$	563,829
59	\$	6,310,000	\$	1,024,599
Others 3	\$	-	\$	11,830
Subtotal	\$	9,350,000	\$	1,600,258
Overhead (Cat. 26) 11				
04	\$	1,940,000	\$	1,169,628
59	\$	4,020,000	_	.,,
Others	\$	-		
Subtotal	\$	5,960,000	\$	1,169,628
A&E (Cat. 11) 10				
04	\$	1,290,000	\$	34,668
59	\$	1,180,000	\$	204,824
Others				
Subtotal	\$	2,470,000	\$	239,492
Operating Expense (OE) ⁴		- /		
04	\$	45,600	\$	2,285
59	\$	441,700	\$	13,670
Others		10111		19
				1
Subtotal	\$	487,300	\$	15,955
RM 1_Ben Mart TOTAL	\$	18,267,300	\$	3,025,330



	FY 06/07			
PY	Workplan Expended thru Augu (FIDO)			
PS ¹		187		
04	28.7	5.6		
59	57.5	10.1		
Others		100 /		
Total	86.2	15.7		

Fiscal Year 06/07 Notes:

FY 06/07 Rates

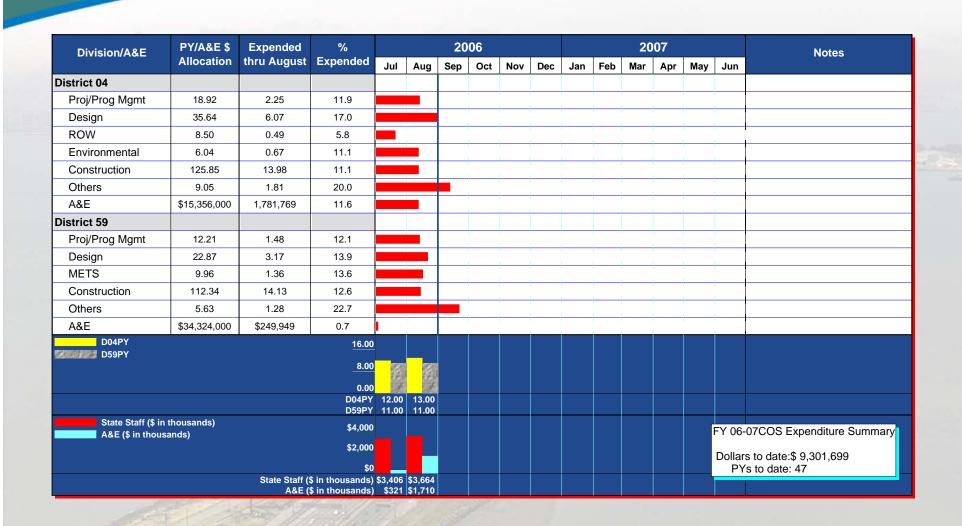
- 1. PS: the proposed loded rates are \$105.7 K/PY for Dist 04 and \$109.8 K/PY for Dist 59 based on:
- 2. OH is estimated using 63.68% reimbursed ICRP assessment rate.
- For Other Districts the projected amount is rolled into Dist 59
- 4. OE rates were based on average FY 05/06 Actual OE dollars (i.e. 1.5% Dist 04(PS) & 7% Dist 59(PS))

General

- 5. Workplan and A&E projections were verified by Mo Pazooki on Aug 18, 2006
- 6. Dist 04 based on July 9 XPM Trans file hours reconciled with Mo on Aug 18, 2006.
- 7. Dist 59 hours were verified by Henry Seto
- 8. Program Indirects and Pay Variance are not included in the Projection and Expenditure
- 9. "Others": Others providing ancillary support: Districts 03, 42, 53, 54 n 56.
- 10. A&E expenditures are actual invoiced work.
- 11. All OH is assessed to D04.

Toll Bridge Seismic Retrofit Program

FY 06-07 Resource Usage thru August 2006





Memorandum

TO: Toll Bridge Program Oversight Committee DATE: September 22, 2006

(TBPOC)

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 4b

Program Issues

Item- Annual Meeting Update

Recommendation:

For Information Only

Discussion:

The 1st Annual Meeting for the Toll Bridge Seismic Retrofit Program (TBSRP) is scheduled to occur on February 22, 2007 in coordination with the release of the 1st quarter 2007 TBSRP Quarterly Report to the Legislature. The Annual Meeting is envisioned to occur in the Bay Area, proceeding immediately after the TBPOC meeting, and ending with a tour of the San Francisco-Oakland Bay Bridge.

Preliminary Program Items (30 min):

- Introduction
- Overview of the Program Where We Are and Where We Are Headed
- Program Highlights and Achievements
- Closing Remarks

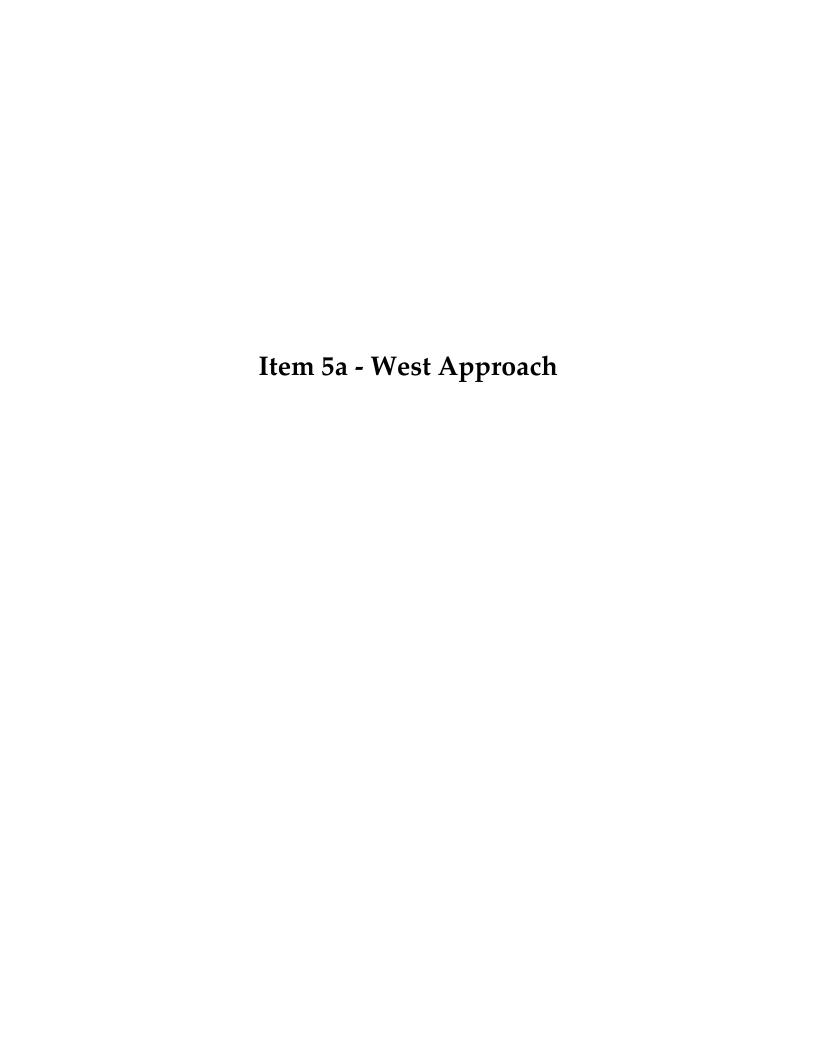
History of Previous TBPOC Decisions:

• <u>July 27, 2006</u>: TBPOC request for staff to plan an Annual Meeting and invite legislators. Purpose of the meeting is to provide an annual status report and highlight accomplishments from the previous year, and anticipated milestones for the upcoming year in the Toll Bridge Seismic Retrofit Program.

Attachment:

N/A

Item 5 – SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES





Memorandum

TO: Toll Bridge Program Oversight Committee DATE: September 22, 2006

(TBPOC)

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5a

Item- SFOBB Update West Approach

Recommendation:

Information Only.

Discussion:

The SFOBB West Approach Replacement Project will replace the entire west approach structure from 5th Street to the west anchorage of the existing west spans of the SFOBB while maintaining existing traffic lanes.

The demolition of Frames 7U (South), 8U (South) and portion of 6U, occurred from just before midnight on Friday, September 1, 2006, to just before 5:00 a.m. on Tuesday, September 5, 2006. The lower deck of the San Francisco Oakland Bay Bridge was closed to accommodate the demolition of the upper deck. Demolition operations commenced without issues and were actually completed about 35 minutes ahead of schedule. Caltrans monitored dust levels during demolition, and they were within the legal health standards set by the state. BART maintained 24-hour service for the benefit of the public, and BATA funded additional ferry service. Buses operated by Amtrak, San Francisco Muni, AC transit, wedding groups, etc., were also allowed every hour through the demolition to keep the mass transit links available throughout the weekend. The intent of this extended weekend closure was to reduce travel impacts to the public, as well as to compress the demolition time from the originally planned nine weekends to a single long weekend. Doing this also mitigated 130 days of project delay.

This extended weekend closure provided an opportunity for the conduct of various other construction operations besides those on the West Approach Project. Approximately 300 pieces of equipment and 400 workers, many of which were mobilized from across the U.S., were deployed across the Bay Bridge corridor; work was performed on five miles of the bridge, from 7th street in San Francisco, to the Oakland Toll Plaza.

Based on the draft 3rd quarter risk management report, almost all of the available contingencies are identified as encumbered in the reportable risk management cost estimate, using the approved TBPOC forecast criteria. Most of the remaining risks are generated in the identification of potential pile anomalies for the remaining 99 production piles.

The next major milestone on the project is the realignment of the eastbound lower deck. It is estimated that in January, the traffic will be placed in detour on the new temporary bridge structure. This stage will allow the final demolition work to proceed. The detour is anticipated to be in place for approximately 1 year.

The City and County of San Francisco agreed to close Beale Street after security concerns were raised by the California Highway Patrol. The Department has negotiated a contract change order that will allow for the reopening of Beale Street, while providing added security elements in addition to what is currently in place at the bridge in this location.

History of Previous TBPOC Decisions:

- August 24, 2006: Approval to negotiate with the Contractor a Contract Change order (CCO No. 150) in an amount not to exceed \$5 million to provide for the expedited demolition of Frames 7U(South) and 8U (South) scheduled for the Labor Day weekend.
- <u>July 27, 2006</u>: Labor Day weekend closure of the eastbound SFOBB during demolition of Frames 7U(South) and 8U (South) TBPOC finds the use of the Labor Day weekend acceptable for demolition and gave direction that care is taken with the outreach effort.
- <u>March 23, 2006:</u> Conceptual Approval for the June 2006 Communications Plan developed to support the demolition of Frame 8U (North).
- <u>February 23, 2006</u>: Approval for the weekend closure option over a period of two full weekends in lieu of the six weekend partial lane closures called for in the contract(during demolition of 7U and 8U South).
- November 21, 2005: Approval for CCO 31.6 Buried man-made objects. Supplemental funds are sufficient to cover the change.
- October 28, 2005: Approval of CCO No. 95 for a contract time extension.
- <u>September 22, 2005</u>: Approval to complete a CCO to pay the contractor a DRB settlement amount (re: DRB ruling on the correction of pile anomalies in the permanent steel casings.)

Item 5a.1) - West Approach CCO No. 150



Memorandum

TO: Toll Bridge Program Oversight Committee DATE: September 22, 2006

(TBPOC)

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5a, 1

West Approach

Item- CCO 150

Recommendation:

Approval of CCO 150

Discussion:

CCO 150 was presented and was approved for the Department to negotiate with the Contractor in the amount not to exceed \$5M to provide for the expedited demolition of Frames 7U(S) and 8U(S) scheduled for the Labor Day weekend.

The final amount of CCO 150 is \$4,466,138.78.

History of Previous TBPOC Decisions:

• <u>August 24, 2006</u>: Approval to negotiate with the Contractor a contract change order in the amount not to exceed \$5M to provide for the expedited demolition of Frames 7U(S) and 8U(S) scheduled for the Labor Day weekend.

Attachment(s):

1) Final CCO 150

CONTRACT CHANGE ORDER

Change Requested by:

Engineer

Suppl. No. 0 Contract No. 04 - 0435V4 Road SF-80-4.9/5.9 CCO: 150

FED. AID LOC .:

TUTOR-SALIBA CORP

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. NOTE: This change order is not effective until approved by the Engineer.

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

This change order modifies the limits of bridge removal and erection of falsework for the designated portion of work "B." The duration and number of consecutive extended weekend closures, the basis for the determination of incentive payments is modified. The lane closure charts are revised to allow for a full weekend closure of the lower deck and the sound control requirements are eliminated for the designated portion of work.

The designated portions of work listed in Item B in Subsection "Designated Portions of Work" of Section 6 "Incentives and Disincentives for Completion of Designated Portions of Work" of the Special Provisions shall be modified to read:

DESIGNATED PORTIONS OF WORK

B.) Extended Weekend Closure for bridge removal at Location M (Stage 4), from Bent 6 through Bent 48, the Southern Portion of Frame 8U and a section of the Southern Portion of Frame 7U, Br. No. 34-0124L and

Extended Weekend Closure for bridge removal at Location M (Stage 5) from the fixed joint on the East side of Bent 37 up to Bent 48, sections of the Southern Portions of Frame 6U and 7U, Br. No. 34-0124L

For this designated portion of work, the definition of an "extended weekend closure" specified in Section 6 "Incentives and Disincentives for Completion of Designated Portions of Work" of the Special Provisions shall be modified to read:

An "extended weekend closure" is defined as a closure of extended duration greater than 4 hours and up to 77 hours starting after 11:59 p.m. on Friday, September 1, 2006 and ending before 5:00 a.m. on the following Tuesday, September 5, 2006.

The provisions listed in Item B in Subsection "Incentives and Disincentives" of Section 6 "Incentives and Disincentives for Completion of Designated Portions of Work" of the Special Provisions shall be modified as follows:

INCENTIVES AND DISINCENTIVES

- B.) Extended Weekend Closure for bridge removal at Location M (Stage 4), from Bent 6 through Bent 48, the Southern Portion of Frame 8U and a section of the Southern Portion of Frame 7U, Br. No. 34-0124L and
 - Extended Weekend Closure for bridge removal at Location M (Stage 5) from the fixed joint on the East side of Bent 37 up to Bent 48, sections of the Southern Portions of Frame 6U and Frame 7U, Br. No. 34-0124L
- 1.) For this designated portion of work, an extended weekend closure is comprised of simultaneously closing the following locations: First Street On-ramp, Essex Street On-ramp, Sterling Street On-ramp, Fifth Street On-ramp, Eighth Street On-ramp, the Eastbound 80 portion of the 101 Southbound/80 Eastbound connector and all lanes of Eastbound I-80 approaching the lower deck of the SFOBB. These lane closures shall be performed in accordance with Lane Closure Chart No. 27A, which supersedes Lane Closure Chart No. 27 for the extended weekend closure for this portion of work only. Lane Closure Chart No. 27A is shown on Sheet 5 of this change order. These lane closures shall conform to the Standard Specifications, the Special Provisions for this project and the Changeable Message Signs agreement shown on sheets 7 through 9 of this change.

A lane of through traffic shall be provided a minimum of once every hour, from 40 minutes past the hour to 45 minutes past the hour, to allow eastbound bus traffic to pass. A lane of through traffic shall be provided within 5 minutes, upon verbal notification from the Engineer, as needed, to allow eastbound emergency vehicles to access Treasure Island.

2.) The designated portion of work shall be diligently prosecuted to completion. The Contractor shall receive an incentive payment of \$1.500,000 for this milestone if the designated portion of work is completed using only one extended weekend closure, as defined above, and in accordance with Lane Closure Chart No. 27A. If other

ted by: Engineer

CCO: 150 Suppl. No. 0 Contract No. 04 - 0435V4 Road SF-80-4.9/5.9

FED. AID LOC .:

lane closures are required to complete this work they shall conform to Lane Closure Chart No. 12A, as shown on Sheet No. 6 of this change.

3.) The sound control requirements set forth in Section 7-1.011 of the Standard Specifications and those set forth in Section 5-1.30 of the Special Provisions shall be waived from 11:59 PM on Friday, September 1, 2006 through 5:00 AM on the subsequent Tuesday, September 5, 2006. The sound control requirements shall also be waived during any subsequent night closures that are required to complete the demolition work of this change. However, due diligence shall be used to reduce noise levels as much as possible.

Estimate of Decrease in Contract Item at Contract Price:

Item No. 21: TYPE III BARRICADE			
-1 EA (-7.69%) @ \$650.00	/EA =	-\$650.00	(-23.08%)
Item No. 23: TEMPORARY PAVEMENT MARKER (NO	N-REFLECTIV	E)	
-864 EA (-21.55%) @ \$3.00	/EA =	-\$2,592.00	(-21.55%)
Item No. 26: TEMPORARY PAVEMENT MARKER (RE	TRO-SPECIAL	TYPE G)	
-228 EA (-12.74%) @ \$4.00	/EA =	-\$912.00	(-12.57%)
Item No. 28: TEMPORARY TRAFFIC STRIPE (PAINT)			
-14985 LF (-34.29%) @ \$0.25	/LF =	-\$3,746.25	(-31.18%)
Item No. 29: CHANNELIZER (SURFACE MOUNTED)			
-63 EA (-28.64%) @ \$30.00	/EA =	-\$1,890.00	(-28.64%)
Item No. 33: TEMPORARY RAILING (TYPE K)			
-2260 LF (-7.31%) @ \$19.00	/LF =	-\$42,940.00	(-5.76%)
Item No. 34: TEMPORARY CRASH CUSHION MODUL	.E		
-126 EA (-20.32%) @ \$266.00	/EA =	-\$33,516.00	(-20.32%)
Item No. 35: TEMPORARY TRAFFIC SCREEN			
-2180 LF (-7.47%) @ \$4.70	/LF =	-\$10,246.00	(-7.81%)
Item No. 80: ROADWAY EXCAVATION (TYPE NH)			
-115 CY (-1.99%) @ \$79.50	/CY =	-\$9,142.50	(-1.59%)
Item No. 130: ASPHALT CONCRETE (TYPE A)			
-218 TON (-1.09%) @ \$81.00	/TON =	-\$17.658.00	(+0.07%)
Item No. 267: CRASH CUSHION (ADIEM)			
-1 EA (-8.33%) @ \$3,000.00	/EA =	-\$3,000.00	(-8.33%)

Eliminate the Stage 4 (Weekends) Eastbound I-80 Stage Construction Traffic Handling Plan as shown on contract plan sheet 258 through 260.

No adjustment to the contract unit price of Item 21: TYPE III BARRICADE, Item No. 23: TEMPORARY PAVEMENT MARKER (NON-REFLECTIVE), Item No. 26: TEMPORARY PAVEMENT MARKER (RETRO-SPECIAL TYPE G), Item No. 28: TEMPORARY TRAFFIC STRIPE (PAINT), Item No. 29: CHANNELIZER (SURFACE MOUNTED), Item No. 33: TEMPORARY RAILING (TYPE K), Item No. 34: TEMPORARY CRASH CUSHION MODULE, Item No. 35: TEMPORARY TRAFFIC SCREEN, Item No. 80: ROADWAY EXCAVATION (TYPE NH), Item No. 130: ASPHALT CONCRETE (TYPE A), Item No. 267: CRASH CUSHION (ADIEM), will be made in accordance with Section 4-1.03B(1 or 2), "In/Decrease of More Than 25 Percent," of the Standard Specifications for the work of this change only.

Estimated total cost for Decrease in Contract Item.....(\$126,292.75)

CCO: 150

Change Requested by: Engineer

Suppl. No. 0 Contract No. 04 - 0435V4 Road SF-80-4.9/5.9

FED. AID LOC.:

Adjustment of Compensation at Lump Sum:

The Contractor shall receive an Adjustment of Compensation in the amount of \$3,092,431,53 for additional costs associated with this change. These costs shall include, but not be limited to additional mobilization, additional traffic control, temporary shoring of the lower deck, additional temporary railing (Type K), remobilization to complete demolition of columns per plan, acceleration of Frame 8U North and lane closure modifications. These costs shall incorporate all inefficiencies due to this change, including, but not limited to resource inefficiencies, inefficiencies due to double handling and processing of material, inefficiencies due to schedule modification, inefficiencies due to installation of falsework from Bent 21U through Bent 28U, and impacts to other projects associated with the mobilization of resources to perform the work of this change.

The compensation specified above constitutes full and final compensation for all costs associated with completing the designated portion of work at another time, if the work is not completed during the extended weekend closure. These costs including but are not limited to any and all costs associated with remobilization, labor, equipment, materials and traffic control associated with completing the designated portion of work.

The Contractor shall also receive an Adjustment of Compensation in the amount of \$1,500,000 as compensation in the event that the incentive listed in Sub Item 2, of Incentives and Disincentive as described in this change is achieved. This amount includes compensation for any costs expended to date concerning the original \$500,000 per weekend incentive (not to exceed \$1,500,000) listed under the original incentive section of the Special Provisions and no additional compensation shall be forthcoming.

The compensation specified above constitutes full and final compensation for all costs resulting from this change including but not limited to additional mobilization, any additional traffic control, CMS, advanced warning signs or SWPPP controls necessary to complete this portion of work.

All barriers, signs, striping and pavement repairs shall be in place and operational prior to opening lanes. The costs associated with providing and installing these items shall be included in the adjustment of compensation specified elsewhere in this change order and no additional compensation shall be provided.

Installation of Temporary Railing (Type K), from Bent 51 to Bent 6, right and left of Line SFOBBLO Sta. (+/-) 44+50 to (+/-) 48+21, and placing dowels as necessary to secure the railing shall be considered as included in the adjustment of compensation specified elsewhere in this change order and no additional compensation shall be provided.

The compensation specified above constitutes full and final compensation for all costs associated with fabrication, installation and removal of temporary shoring for the lower deck from Bent 6 through Bent 51 for the bridge removal work specified in this change.

The compensation specified above constitutes full and final compensation for all costs associated with remobilization to complete demolition of the columns per plan. No additional compensation shall be provided for additional impacts to demolish the columns per plan. This includes but is not limited to, inefficiencies, additional effort, labor, equipment or staging.

The compensation specified above constitutes full and final compensation for all costs associated with acceleration of the Frame 8U North opening. These costs include, but are not limited to premium time, additional equipment and material and additional costs associated with the high early strength concrete.

If the lane closures for First Street On-ramp, Sterling Street On-ramp, Fifth Street On-ramp, Eighth Street On-ramp, the Eastbound 80 portion of the 101 Southbound/80 Eastbound connector and all lanes of Eastbound I-80 approaching the lower deck of the SFOBB are not opened by 5:01 AM or if the Essex Street On-ramp is not opened by 2:01 PM on Tuesday, September 5, 2006. Damages, specified in Section 10-1.30 "Closure Requirements And Conditions" of the Special Provisions shall apply for failure to open the specified lanes to traffic as listed in this change order. For this designated portion of work only, the second paragraph of subsection "Late Reopening of Closures" of Section 10-1.30 shall be modified, to read:

If, on the extended weekend closure, any of the lane closures are not open to traffic by the times specified in Lane Closure

CONTRACT CHANGE ORDER

Change Requested by:

Engineer

CCO: 150 Suppl. No. 0 Contract No. 04 - 0435V4 Road SF-80-4.9/5.9

FED. AID LOC .:

Chart 27A, or fraction thereof past the time specified to reopen the closure, the Department will deduct \$1,500,000 from moneys due or that may become due the Contractor under the contract.

If, on any subsequent closure used to perform this work, any of the lane closures are not open to traffic by the times specified in the Special Provisions, or fraction thereof past the time specified to reopen the closure, the Department will deduct \$750,000 from moneys due or that may become due the Contractor under the contract.

Erection and removal of falsework at Location M (Stage 4), from Bent 21U through Bent 28U, the Southern Portion of Frame 8U Br. No. 34-0124L shall be completed using Lane Closure Chart No. 12A, as shown on Sheet No. 6 of this change. No extended weekend closures shall be permitted for this work. This change does not modify any other falsework requirements set forth on this contract.

Compensation for any and all costs and inefficiencies resulting from modifying lane closures duration for the erection and removal of falsework shall be considered as included in the adjustment of compensation specified elsewhere in this change order and no additional compensation shall be provided.

This change shall not eliminate, modify or adjust the requirements set forth in Section 6, "Incentives and Disincentives for Completion of Designated Portions of Work," Item A and C, of the Special Provisions.

Total Cost of Adjustment of Compensation at Lump Sum

\$4,592.431.53

Any time adjustment shall be deferred until completion of the work. The adjustment will be made in accordance with Section 8-1.09, "Right of Way Delays of the Standard Specifications.

Should Contractor-Controlled Insurance Program costs apply, these costs will be determined separately and compensated for by the Department.

Estimated Cost: Increase 🗸 Decrease	\$4,466,138.78
sted as follows: Deferred	
Resident Engineer: Deanna Vilcheck	Date (C)
Construction Engineer: Dennis Turchon	Date
(Print name and title) Dennis Turchon - Chief	Date 9-1-04
	Resident Engineer: Deanna Vilcheck Construction Engineer: Dennis Turchon (Print name and title)

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by		
Signature Juli Jean	(Print name and title) Se. Vice President	Date 8/3//06

Chart No. 27A Multilane Lane Requirements

Location: Eastbound I-80 – From the 7th Street off-ramp to Pier W1, for bridge removal at Location M (Stage 4), from Bent 6 through Bent 48, the Southern Portion of Frame 8U and a section of the Southern Portion of Frame 7U, Br. No. 34-0124L and for bridge removal at Location M (Stage 5) from the fixed joint on the East side of Bent 37 up to Bent 48, sections of the Southern Portions of Frame 6U and 7U, Br. No. 34-0124L Only. This lane closure chart may only be used from September 2, 2006 through September 5, 2006

						a.i	n.											p.1	n.					
FROM HOUR TO HOUR	12	1	2_	3 4	4	5	6 ′	7 8	3 9) 1	0 1	1 1	2	1 2	2_3	3 4	1 5	5 (5	7_8	3 9) 1	0 1	1 1
Saturday, September 2, 2006	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Χ	X	X	X
Sunday, September 3, 2006	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Monday, September 4, 2006	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Tuesday, September 5, 2006	X	X	X	X	X																			

L	æ	g	e	n	d	:

X

Freeway may be closed

No lane closure allowed

REMARKS:

- This chart applies only to the extended weekend closure for bridge removal for Stage 4 and Stage 5 construction as shown on plan sheets SC-28 through SC-30, from September 2, 2006 through September 5, 2006 only.
- In addition to the mainline closure indicated above, the on-ramps from First Street, Sterling Street, Fifth Street and Eighth Street will also be closed continuously from 11:59 p.m. Friday to 5 a.m. Tuesday.
- In addition to the mainline closure indicated above, the Essex Street on-ramp will also be closed continuously from 11:59 p.m. Friday to 2 p.m. Tuesday.
- In addition to the mainline closure indicated above, the Eastbound portion of the 101 Southbound/80 Eastbound connector shall be detoured to Southbound 101 from 11:59 p.m. Friday to 5 am Tuesday.
- A lane of through traffic shall be provided a minimum of once every hour, from 40 minutes past the hour to 45 minutes past the hour, to allow eastbound bus traffic to pass.
- A lane of through traffic shall be provided within 5 minutes, upon verbal notification from the Engineer, as needed, to allow eastbound emergency vehicles to access Treasure Island.
- See Construction Area Signs plans for detour no. 20.

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	RESIDENT ENGINEER
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Chart No. 12A																												
Multilane Lane Requirements																												
Location: Eastbound I-80 – From the 4th Street off-ramp to the Essex Street on-ramp and/or the First Street on-																												
ramp.	Γ-					a.1								T														-
EDOM HOLD TO HOLD		,	_	2				_	_	_		^ 1	,			_	_			r	.m					0 1		
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Mondays through Thursdays	<u> </u>	<u> </u>	X		<u>L</u>	↓_	L							\perp							\perp						X	Ì
Fridays	X	X	X	X	X	X																						
Saturdays																												
Sundays																											X	
Day before designated legal holiday										T				T		\top												
Designated legal holidays									1						1													
Legend: X Freeway may be closed No lane closure allowed																												
REMARKS:																												
1. This chart applies only to the erection of falsework for the Southern Portion of Frame 8U Bridge No. 34-0124L and the bridge removal at Location M (Stage 4), from Bent 6 through Bent 48, the Southern Portion of Frame 8U and a section of the Southern Portion of Frame 7U, Br. No. 34-0124L and for bridge removal at Location M (Stage 5) from the fixed joint on the East side of Bent 37 up to Bent 48, sections of the Southern Portions of Frame 6U and 7U, Br. No. 34-0124L Only																												
2. See Construction Area Signs plans for detour no. 21.																												
3. Essex Street on-ramp must ren	3. Essex Street on-ramp must remain open until at least 3:00 am.																											

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ACCEPTED BY_		Sy			
	C	ONTRAC	CTOR		Mene
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LABOR DAY WEEKEND IP ADDRESSABLE PCMS'S

Contract No. 04-0435V4 CCO No. 150 Sheet No. 7 Rev. 1.0 August 11, 2006

							18, 2006 s before Noon)		29, 2006 After 5:00 AM)	TUE SEP	NIGHT THRU T 5 (5AM) Sept I (6:11:30 PM)
No	Cnty	Fwy Dir	Rte	РМ	CMS Location	First Panel	Second Panel	First Panel	Second Panel	First Panel	Second Panel
IP-1	MRN	SB	101	10.2	N of 101/580 JCT	EB BAY BRIDGE CLOSED	LABOR DAY WEEKEND	EB BAY BRIDGE CLOSED	MIDNIGHT FREITIRU 5AM TUE	EB BAY BRHIGE CLOSED	UNIII. FUESDAY 5 AM
IP-2	MRN	SB	101	5.4	S of Tiburon Blvd/ E Blithedale Ave	EB BAY BRIDGE CLOSED	LABOR DAY WEEKEND	EB BAY BRIDGE CLOSED	MIDNIGHT FRETHRU SAM TUE	EB BAY BRIDGE CLOSED	UNH. TUESDAY 5 AM
IP-3	MRN	SB	101	3.6	S of 101/1 JCT	EB BAY BRIDGE CLOSED	LABOR DAY WEEKEND	EB BAY BRIDGE CLOSED	MIDNIGHT FRETHRU 5AM TUE	EB BAY BRIDGE CLOSED	UNTIL FUESDAY 5 AM UNTIL
IP-4	MRN	SB	101	3.1	North of Sausalito Lateral Rd	EB BAY BRIDGE CLOSED	LABOR DAY WEEKEND	EB BAY BRIDGE CLOSED	MIDNIGHT FRETHRU 5AM TUE	EB BAY BRIDGE CLOSED	TUESDAY 5 AM UNTIL
IP-5	SM	NB	1	47.3	N of Clarinada Ave	EB BAY BRIDGE CLOSED	LABOR DAY WEEKEND	EB BAY BRIDGE CLOSED	MIDNIGHT FRETHRU 5AM TUE	EB BAY BRIDGE CLOSED	TUESDAY 5 AM
IP-6	SM	NB	280	25.2	N of Serramonte Blvd	EB BAY BRIDGE CLOSED	LABOR DAY WEEKEND	EB BAY BRIDGE CLOSED	MIDNIGHT FRETHRU 5AM TUE	EB BAY BRIDGE CLOSED	UNTII TUESDAY 5 AM
IP-7	SM	EВ	380	5.0	W of 380/92 JCT	FR BAY BRIDGE CLOSED	LABOR DAY WEEKEND	ER BAY BRIDGE CLOSED	MIDNIGHT FRI THRE: 5AM TUE	EB BAY BRIDGE CLOSED	UNTIL TUESDAY 5 AM
IP-8	SM	EB	92	7.2	W of 92/280 JCT	EB BAY BRIDGE CLOSED	LABOR DAY WEEKFND	EB BAY BRIDGE CLOSED	MIDNIGHT FRI THRU SAM TUE	EB BAY BRIDGE CLOSED	UNTII TUESDAY 5 AM
IP-9	SM	NB	280	10.3	S of 280/92 JCT	FB BAY BRIDGE CLOSED	LABOR DAY WEEKEND	EB BAY BRIDGE CLOSED	MIDNIGHT FRETHRU 5AM TUE	EB BAY BRIDGE CLOSED	UNTIL TUESDAY 5 AM
IP-10	SF	EВ	80		EB 80 ONRAMP AT YBI	EB BAY BRIDGE CLOSED	LABOR DAY WEEKEND	EB BAY BRIDGE CLOSED	MIDNIGHT FRETHRU 5AM TUE	EB BAY BRIDGE CLOSED	UNTIL TUESDAY 5 AM
IP-11	SF	WB	80		WB 80 ONRAMP EASTSIDE OF YBI	EB BAY BRIDGE CLOSED	LABOR DAY WEEKEND	EB BAY BRIDGE CLOSED	MIDNIGHT FREHIRU 5AM TUE	EB BAY BRIDGE CLOSED	UNTIL TUESDAY 5 AM
IP-12	SF	WB	80		WB 80 ONRAMP WESTSIDE OF YBI	EB BAY BRIDGE CLOSED	LABOR DAY WEEKEND	EB BAY BRIDGE CLOSED	MIDNIGHT FRI THRU 5AM TUE	EB BAY BRIDGE CLOSED	UNTIL TUESDAY 5 AM
IP-13	SAC	W8	80		SACRAMENTO AIRPORT (Location TBD)	EB BAY BRIDGE CLOSED	LABOR DAY WEEKEND	EB BAY BRIDGE CLOSED	MIDNIGHT FRETHRU SAM TUE	EB BAY BRIDGE CLOSED	UNTII TUESDAY 5 AM
IP-14	SJ	NB	101		SAN JOSE AIRPORT (Location TBD)	EB BAY BRIDGE CLOSED	LABOR DAY WEEKEND	EB BAY BRIDGE CLOSED	MIDNIGHT FRETHRU 5AM TUE	FB BAY BRIDGE CLOSED	UN FIE. TUESDAY 5 AM
IP-15	SF	SB	280		280S / 101S Gore Split	EB BAY BRIDGE CLOSED	LABOR DAY WEEKEND	EB BAY BRIDGE CLOSED	MIDNIGHT FRETHIRU 5AM TUE	EB BAY BRIDGE CLOSED	USE 104SOUTH 92 EAST
IP-16	SF	NB	280		NB 280 before Geneva Ave	EB BAY BRIDGE CLOSED	LABOR DAY WEEKEND	EB BAY BRIDGE CLOSED	MIDNIGHT FRI THRU 5AM TUE	EB BAY BRIDGE CLOSED	UNTII TUESDAY 5 AM
IP-17	SF	NB	280		NB 280 before 101 split	EB BAY BRIDGE CLOSED	LABOR DAY WEEKEND	EB BAY BRIDGE CLOSED	MIDNIGHT FRETHRU SAM TUE	EB BAY BRIDGE CLOSED	UNTIL TUESDAY 5 AM
ı₽-18	SI	NB	280		Northbound 280 Before Mariposa St	EB BAY BRIDGE CLOSED	LABOR DAY WEEKEND	EB BAY BRIDGE CLOSED	MIDNIGHT FRETHRU 5AM TUE	EB BAY BRIDGE CLOSED	UNTIL TUESDAY 5 AM
IP-19	SF	NB	Missio	n SI.	NB Mission St before Cesar Chavez St	EB BAY BRIDGE CLOSED	LABOR DAY WEEKEND	EB BAY BRIDGE CLOSED	MIDNIGHT FRETHRU SAM TUE	EB BAY BRIDGE CLOSED	UNTIL TUESDAY 5 AM
1P-20	SF	NB	Baysh	101 B	NB Bayshore Blvd After Geneva Ave	EB BAY BRIDGE CLOSED	LABOR DAY WEEKEND	EB BAY BRIDGE CLOSED	MIDNIGHT FRETHRU 5AM TUE	EB BAY BRIDGE CLOSED	UNTH. ILESDAY S.AM

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SUBMITTED BY:
RESIDENT ENGINEER

ACCEPTED BY

			ST 18, 2006 is before Noon)	1	(IST 29, 2006 After 5:00 AM)	TUE SEI (Turn on Signs Fri	NIGHT THRU PT 5 (5AM) Sept 1/a 11(30 PM)
CMS	CMS Location	First Panel	Second Panel	First Panel	Second Panel	First Panel	Second Panel
-	Framout St. a. Howard St.	Tast rance	.Account Canco	68.837	MIDNIGHT	18307	UNIII
'	Placed on the right side of road (25 to 100 ft). Itom the intersection: Thering Italiic from the Off Ramp			DRUSG- CLOSED	FRETHRU 5AM H F	BROYSL CLOSED	DUESDAY 5 AM
2	Wis Howard St. Between 2nd and 3rd St. 1956 ed on the 1950 side of the road. Multibook.					186 DETOUR STRAGHI	LEFF AT 4DEST
3	WB Howard St. between 3rd and 4th St. Pioced on the field sales of the road Midbled.					3-80 (M-104 R	1111 Al 41031
	SB Main St, between Breast and Harrson St Placed on the right hand side of the read				<u> </u>	EB RAY REIDSE	USF 280S TO 101S TO 97E
5	SH 1 a St, between Fed our and Howard St Placed on the right - at - troud Middleck					CLOSED FRBAY BRIDGE	TOTAL ACCESS UNLY
6	SB Lat Stor Hausson St Play of months first stay Company	FRRAY BRIDGE CLUSED	LABOR DAY WEEKEND	FROM BROOT CLOSED	MIPAGHI FREDIRE 5AM FUE	CLOSED FRRAY BRIDAE	UNIH
7	NE ful St. between Branco and Breast St. Placed on the uplifying of the read	112 8882	WILKI AP	1,000	233337	CLOSED ERBAY BRIENE CLOSED	S AM DETOUR THEFT AT HARRISON
8	NR and Steer Harrison St. Placed on the right side of the road at corner					FROAY BRIDAY CLOSED	DETOUR
,	SB 2nd St, between Februarial Harrison St Phieod on the right side of the road					TRUNY BROOF CLOSED	DETOUR RIGHT AT HARRISON
fo	ND 3nd St. between Bry ant and Herrson St Played on the night band side					FR BAY BIGDOI CLOSED	DETOUR 113'1 A1 HARRISON
11	WB Harrison St. between 3rd & 4th St Placed on the right band, adv					EAST BAY DETOR'R AUGAD	DLIGER USF ROS TO 9247
12	S.IC thi St. ir Harrison St. Placed on the right side of 2th St. south of Harrison St.					FRBAY BRHSG. CLOSED	DETOUR USF 1018 10 97 E
II.	SB 8th Star (Jameson St Placed at left side before Bryant Store)					ERIFAY BRIDGE CLOSED	80 FAST DETOUR
14	"th Scott Ramp (co.) 10 804 Placest at the reland for the left lanes	EBBAS BRIDER CLOSED	EABOR DAY WEEKEND			80 EAST DEFO R	UNTIF DESDAY S.AM
15	EU Dryant St, between "th and 8th St Discretion the left side of the wad					FRUAY DROSE CLOSED	DETOUR UFLEAU 7 HEST
16-	FB Broant St. between rift and 7th St Placed on the left ade of the road					FERAY BRIDGE CLOSED	DETOUR RIGHT AT 01H ST
17	LD Bryan; St. between 5th and oth St. Proced on the left sale of the road.					HUGAY BRIDGE CLOSED	DETOTR DELAT SHEST
18	ED Bryagt Schetween 4th and 5th St Placed on the left side of the rosel					ERBAY BRIDGI CLOSED	DITOUR LIFE AL 2ND SI
1"	SII (a)th St. between Binnian and Bry and St Flaved on the right-side of the road					FB BAY BRIDGE (TOSED)	USE 2808 TO 1018 TO 22F
20	ND 6th St. between Bryant and Harrison St Placed on the right sule of the road					PRIDAE DETOTR	DE 164 R USE 1618 10 92 E
21	NB 5th St. Setween By one and Harrison St Placed on the right side of the resid					BEBNIE DETOUR	DETOUR USE 1048 10192 F
	FB Byvant St. between 3rd and 4th St. Placed on the left side of road, mulblock					FRBAY BRIDGE CLOSED	DEFOUR 1344 AU 3RFS1
	FB By ant St. between 2nd and 3nd St. Placed on the few side of the rotal					TB BAY BRIDGE CLOSED	DETOUR RESHEAT 2ND ST
	13 And St. between Brangon and Townsend St. Placed on the right side of the road					FRBAY BRB×#: CLOSED	USF 2868 For JO18 10 92E
35	on Bryant (2) (III St. on the SF Corne) Across from the Gas Station	EBBAY BIRDGE CLOSED	LABOR DAV WELKEND			ERBAS BRIDGI CLOSED	DETOUR SERAIGHT
	AVI intercolors Wives Bryant St. Sweed on the right side of the road.					LIURAY BRIDGE CLOSED	DE TOUR USE BOIS 103924
	SRT observators Way or Report St Poord on the right side of the read					FRBAY BROKE CLOSED	10/104 R USE 1018 10/9247

Contract No. 04-0435V4 CCO No. 150 Sheet No. 8

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	RESIDENT ENGINEER
ACCEPTED BY_	
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LABOR DAY WEEKEND LOCAL PCMS'S

			ST 18, 2006 is before Noon)		GUST 29, 2006 us Alter 5:00 AM)	(Funt on Signs Fri, Sept Fr			
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79	SH South Vin Vere (we must MEM). However the field solven by a procedular in the powers.	Trep vi britisti Gresto	L VIEW AVA WHICLD			1 B B VV BROLS II (1 OSE D	10 10 R 1 M 10 N 109 YE		
141	Physik 50 between the control On Court St. Physician Between the colored control on the sco	EDJOS Jamen CLOSEP	LMOR EAY WEEKIND			FRIDAY FRIDAY CLOSED	DETO'R 1 SUITUS 1 OPEN		
31	Mittooptii Caree (Hoey HUT(Re-S)) Pleyed on the cycla shoulder below Segmont St. 41 Rouge	FIGURY Physics CH-SED	LMIOR DAV AJURAND			L 1050 Bolks Closeti	DE 101 B CSL 101S 11 (92.1		
12	WEST (Sour System there stated) Lister for of the later of Through the System (12 to programs)	FRAN Bidleif Fran B	FAROT DAY WEEK NO			1840X 880XII CEOSEO	ER 100 B 1 SE 1005 1: 002 F		
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-11	SECULTIVE (BALL) Market St	FILIUS BIGO JI CT SETI	CARR DAY WIELAD	TRUCAS TRUCAS TRUCAS TRUCAS	MRSCHI TRUM SAMTUT	DRIGA BESTA (TOSED	0.180A 0.180A 5.480		
	sit of St. o Braze artist. Propiles relictions of the road.			FRIGAY BROSE CEOSEG	7813 2813 101 8B	POTEN BUILDS	USI 289 Sit 60 Sit		
	(I Cify St. e. There are SI Trayel on right self- of the rose)			THOUSE BEING COS D	1.5) 289.50 10.50	PRIOR BOILS OF	USI 260811 101.8W		
11	it to the Service of Service (Service Service			FRIDA JUNEAU CLOS-D	SHPSGoRT TRUTHRO ASSCILLE	LUBAS' BUBNII Chestip	1770 113077		
14	HS/Productions			TIFICS DUDSIT CHOSED	MIDVESTI FIGURE 5 OF D 1	TREAS ROBER	UVIII HISDAY SAM		
10-5	BACCO BUILDING CONTRACTOR			FILENY BERES CLOSED	MIDAGON FREITHGC SAME FE	(10 DAY DEDOSE CLOSED	UVIII 1U SDAY 5 AVI		
17 19	(Belging a New Indonesia Res. We			110 B/A (High St (To SET)	2010/2010 120/1000 255/10/1	110000 00003 clostb	USHI IUSM SAM		
IS I	Real School Mason, Ave.			FIGURE DESIGN	MINAGRI FREHING SAMERE	11035 00053 070815	C51 10 (805) 5 (A)		
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51 ·	B Linds results to Ware 11 Big Sc			TROPAY BEIDGE CTOSED	30 50 dt 11a (100 333 tt)	FIGURE BRIDS FIGURE FIGURE	TNIII HUKDAY SAM		
61 4	1 Van Sara, Assertant Danier St.			GOSTO GOSTO	Allpapita Vita (1986 SAM (C)	1810AV 800000 C10810	17.70 17.70 1.70		
				1.1115111		(11311)			

Contract No. 04-0435V4 CCO No. 150 Sheet No. 9

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	REŞIDENT ENGINEER
ACCEPTED BY	
	CONTRACTOR

Item 5b.1) – Yerba Buena Island YBI Transition Structure



Memorandum

TO: Toll Bridge Program Oversight Committee DATE: September 22, 2006

(TBPOC)

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5b, 1

SFOBB Update – Yerba Buena Island

Item- Transition Structure

Recommendation:

For Information Only.

Discussion:

The YBI Transition Structure Contract completes the tie-in from the SAS to the existing tunnel. This includes construction of the mainline YBI transition structures (YBITS) and all work required to place westbound traffic onto the new bridge.

Development of YBITS design is now integrated with development of SSD design and work. Opportunities for integration of early YBITS work into SSD work are being identified and actual amount of such work will determine ultimate schedule for YBITS. Schedule is being closely monitored to maintain opportunity to deliver YBITS concurrently with an accelerated SAS.

History of Previous TBPOC Decisions:

- <u>May 31, 2006</u>: Approval for Alternative 1 Stay the Course: Maintain current alignment of Yerba Buena Island Transition Structure (YBITS) and current plan for two deck eastbound and westbound South/South Detour (SSD).
- <u>February 6, 2006</u>: Schedule Management and Coordination Strategy Approval of the proposal to split the SSD/YBITS contracts.

Item 5b.2) – Yerba Buena Island South/South Detour

Memorandum



TO: Toll Bridge Program Oversight Committee DATE: September 22, 2006

(TBPOC)

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5b, 2

SFOBB Update - Yerba Buena Island

Item- South/South Detour

Recommendation:

For Information Only

Discussion:

The YBI South/South Detour (SSD) Contract constructs a temporary detour from the YBI tunnel to the existing east span of the Bay Bridge. This detour maintains eastbound traffic on the lower deck of the SSD structure; westbound traffic on the upper deck of the structure.

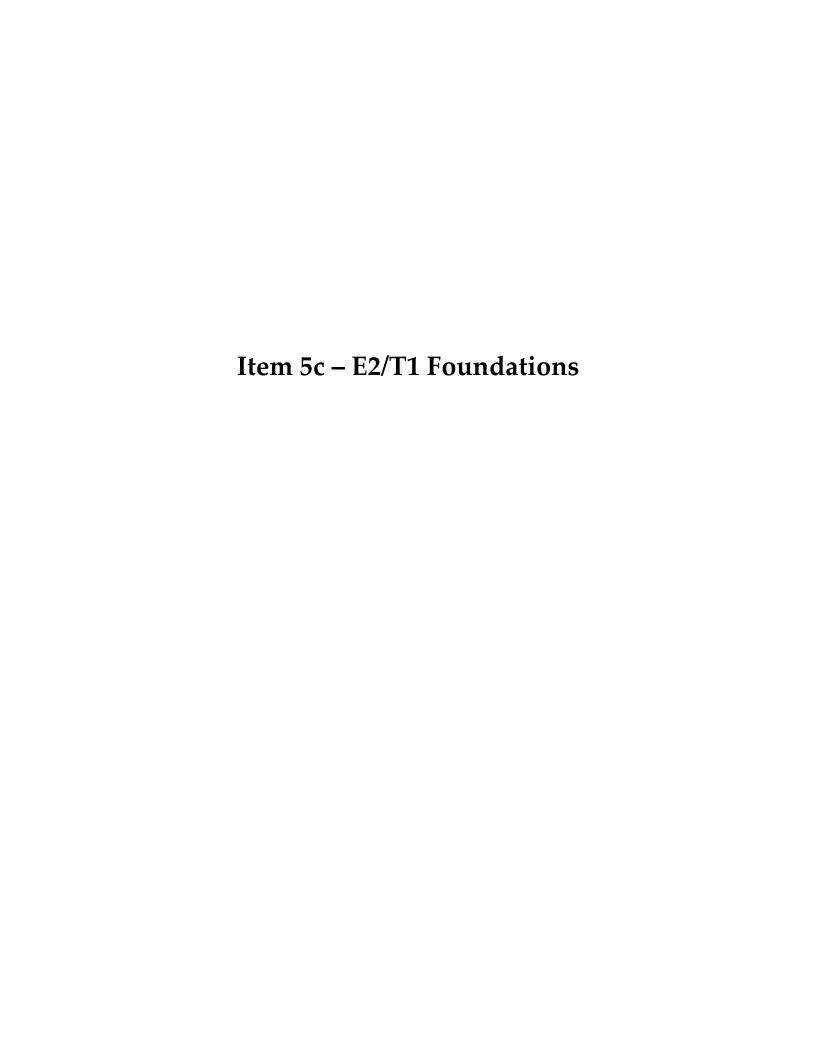
The SSD East Tie-In team is assembled and is tasked to implement the "roll-out/roll-in" scheme. The team is recommending 2 phases to the work. Phase 1 includes 30% design with the deliverable of a General Plan with full constructability reviews. Phase 2 to include detailed design. The West Tie-In team is already assembled. Type selection occurred on September 14th where the team discussed the strategy on how to proceed with the design. The SSD contractor has been part of the discussion of the east and west tie in strategies. At the request of CC Myers, finalization of a CCO has been deferred until a final schedule has been agreed to.

As noted in Agenda item 5b (1), this work is related to YBITS and final work will be dependent on inclusion of necessary YBITS components. As with YBITS, schedule is being monitored to maintain delivery of SSD in a manner that accommodates and accelerates SAS while continuing to minimize time on detour for traffic.

History of Previous TBPOC Decisions:

 May 31, 2006: Approval for Alternative 1 – Stay the Course: Maintain current alignment of Yerba Buena Island Transition Structure (YBITS) and current plan for two deck eastbound and westbound South/South Detour (SSD).
 Design of the east and west tie-in designs taken in house.

- May 31, 2006: Approval to pursue roll-out/roll-in design strategy as part of Alternative 1.
- <u>April 18, 2006:</u> Approval to negotiate with CC Myers to resume completion of the viaduct portion for an amount not to exceed \$13.5 million.
- <u>February 23, 2006</u>: Approval of the proposal to split the SSD/YBITS contracts and to further explore alternate solutions to reduce the period of SSD traffic use.
- <u>December 12, 2005</u>: Approval for CCO No. 24 which adds 381 days and \$4.8M to cover added time-related overhead.
- October 28, 2005: Approval to Stay-the-Course and build the South/South Detour.





TO: Toll Bridge Program Oversight Committee DATE: September 22, 2006

(TBPOC)

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5c

SFOBB Update - E2/T1 Foundations

Item-

Recommendation:

Information Only

Discussion:

The Self-Anchored Suspension (SAS) E2/T1 foundations contract constructs the main tower foundation at T1 and the adjacent east foundation at E2. The current approved schedule for E2/T1 completion is March 2008.

T1 Foundation:

- Completion of the piles and rock sockets is scheduled for February 2007.
- Kiewit Offshore Services (KOS) in Texas: The fabrication of the steel footing box for Pier T1 is 30% complete.
- Fabrication of the permanent steel casings by Transbay Steel (TBS) for CIDH piles at Pier T1 continues and is 8% complete.

E2 Foundation:

- Final cleaning of the piles on the west side is ongoing.
- Pouring of concrete plug at the west side piles and dredging at the east side planned for the week of September 11.
- East side pile tops-to-bottoms splicing is ongoing. Completion of splicing and driving the remaining 2 piles to tip was planned for the week of September 18.
- Fabrication of steel pile top sections by Transbay Steel (TBS) for CISS piles at E2 is 100% complete.
- Fabrication of the steel footing frame by Oregon Iron Works (OIW) for Pier E2 is 100% complete and arrived by barge in Oakland on September 14, 2006.

- <u>December 12, 2005</u>: The 11/23/05 conf. call minutes were revised to show that CCO No. 29 was approved for \$81M.
- November 23, 2005 (conf. call): Approval for CCO No. 29 in the amount of \$81M for contract re-start.
- November 21, 2005: Approval to negotiate restart of the contract (CCO No. 29) for a not to exceed amount of \$86M.
- <u>September 22, 2005</u>: Approval for CCO No. 25 with Supplement 2 which will increase the total above \$1M to pay for time-related overhead at half the unit price during suspension.





TO: Toll Bridge Program Oversight Committee DATE: September 22, 2006

(TBPOC)

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5d

SFOBB Update – East Span SAS Superstructure

Item-

Recommendation:

For Information Only

Discussion:

The Self-Anchored Suspension (SAS) contract constructs a single tower span between the Skyway Bridge and the Yerba Buena Island Transition Structure. The entire SAS bridge construction is composed of three distinct contracts: the SAS Superstructure and Tower (mobilizing for construction); the E2/T2 Foundations (under construction); and the W2 Foundation (complete). Following is the current status of the SAS contract with the current scheduled contract completion being March 2013.

Current Project Status:

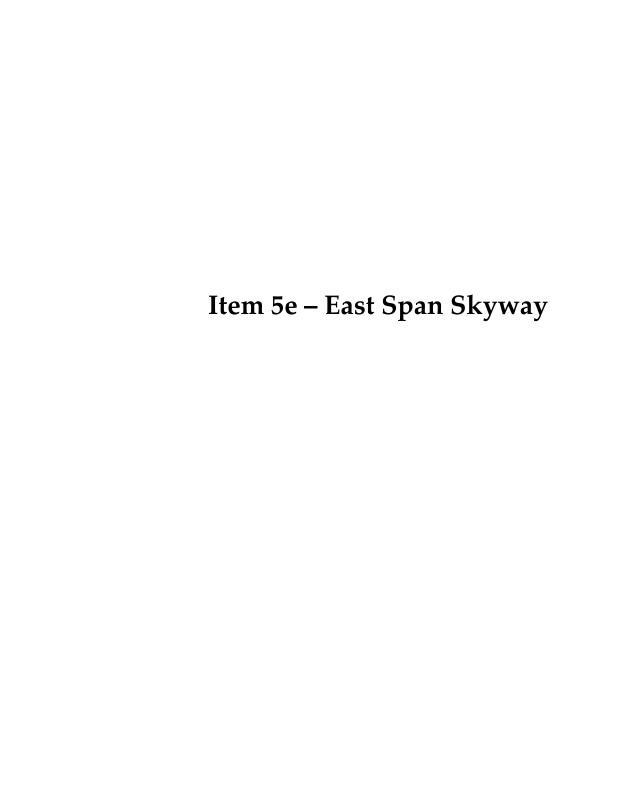
- American Bridge / Fluor, a joint venture (ABF):
 - Continues to move staff into the field office and Working Drawing
 Campus. Currently, ABF has 23 staff on-site, with an anticipated total of
 70 staff when fully operational.
 - ABF's major focus is the preparation of detailed working drawing submittals and working with their fabricators, suppliers and subcontractors to expedite the beginning of fabrication efforts.
 - Finalizing agreements with manufacturers, fabricators, suppliers and subcontractors. See listing of key fabricators, suppliers and subcontractors below.
 - Field work is scheduled to begin in the spring 2007 with construction of the cap beam on Pier W2. See baseline schedule highlights below.

Caltrans:

 Added 9 staff members in the last month. Current staffing level at 25, with projected peak staffing being approximately 70 state & consultant staff. Preparing plans and contract change orders (CCO) for changes not incorporated by Addendum No. 8.

- March 23, 2006: Concurrence to celebrate award of contract on April 18, 2006 which coincides with the 100th year anniversary of the 1906 SF Earthquake.
 Media event scheduled for signing of the contract.
- <u>February 23, 2006</u>: Approval for the Dispute Resolution Board member selection process.
- <u>January 31, 2006</u>: Denied request to approve issuing an Addendum No. 8 related to tower constructability and other improvements for the SFOBB SAS contract.
- <u>January 19, 2006</u>: Approval for the SAS Communications Plan as revised per TBPOC comments.
- January 19, 2006: Approval to release Addendum No. 7 on January 21, 2006.
- <u>January 19, 2006</u>: Approval of the press release for Addendum No. 7 as revised per TBPOC comments.
- <u>January 18, 2006</u>: Approval of Addendum No. 7 which revised the bid opening date to March 22, 2006. This included adding 180 days to the contract schedule, increasing the bid stipend to \$5M for the top three bidders, and providing an incentive for early completion of \$50,000 per day for up to six months as a means to increasing competition and attracting multiple bids.
- <u>January 13, 2006</u>: Approval to award SAS contract within 30 days of bid opening.
- <u>January 13, 2006</u>: Approval for a 6-month SAS contract time extension.
- <u>December 22, 2005</u>: Approval of Addendum 6
- <u>December 14, 2005</u>: Definition of 'Public Enemy' Approval of Option 2 which involved issuing an addendum to broaden the public enemy definition to include "acts of terrorism."
- <u>December 12, 2005:</u> Approval for Addendum No. 5.
- November 23, 2005: Approval for Addendum No. 4 (welding changes is based upon lessons learned on the Skyway contract; Jones Act clarification will result in some amount of conflict avoidance.
- November 8, 2005: Addendum No. 3 Approval of six additional items which were not included when addendum was approved on October 31, 2005.
- October 31, 2005: Approval of Addendum No. 3, Supplemental Item.

- <u>September 22, 2005</u>: Approval of content in Addendum No. 3, roll into previously approved Addendum No. 2 (DVBE and SBE specs) and issue together as Addendum No. 2.
- <u>July 25, 2005</u>: Approval to extend a 4-month advertisement period for the SAS by an additional two months.
- <u>July 25, 2005</u>: Approval to change the advertising date for the bid package to August 1, 2005.





TO: Toll Bridge Program Oversight Committee DATE: September 22, 2006

(TBPOC)

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5e

SFOBB Update – East Span Skyway

Item-

Recommendation:

For Information Only

Discussion:

The Skyway contract constructs two parallel, pre-cast concrete box-girder bridge spans from the Oakland touchdown to the SAS near Yerba Buena Island. Construction is 93% complete as of September 20, 2006. Time is 77% complete now that CCO 200 has been approved and executed. The current approved contract completion date is December 4, 2007.

Foundation Work:

• The foundation work is complete with the exception of installing Fenders around six of the pier footings. Four of the six fenders (67%) are complete with all work expected to be completed in October 2006.

Segment Casting:

 All 452 segments have been cast. Ten segments (2%) remain in the Stockton yard for shipment to Oakland. The delivery and lifting of the last segment is contingent upon delivery of the hinge pipe beams from Transbay Steel (TBS), currently estimated to be in early December 2006. A media event is planned.

Superstructure:

• Segment Erection 442 of 452 (98%) segments have been erected. The next segment erection activity at Pier E3W-6E is scheduled for October 19, 2006.

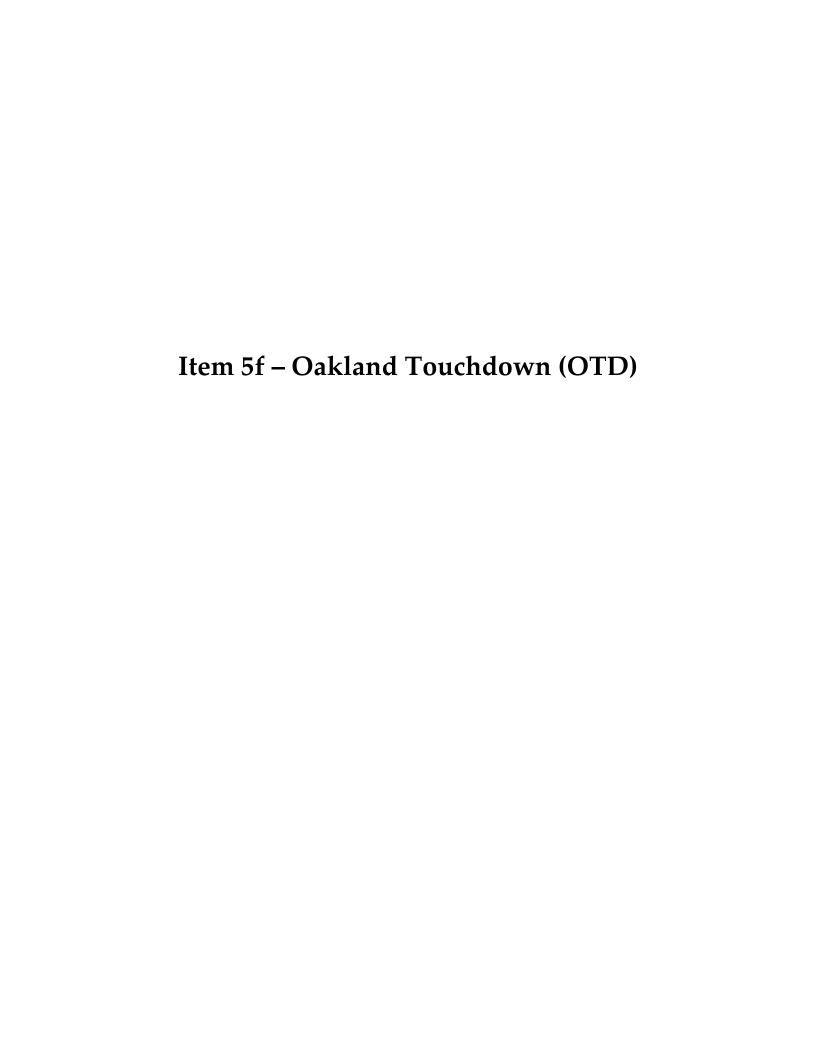
Bike Path (eastbound structure):

• The bike path is currently 78% complete with 100% of the cantilever beams installed and 56% of the panels installed. Work to hang inner rails continues.

Orthotropic Box Girder (OBG):

• The westbound OBG was erected on August 29, 2006. The closure pour between the WB-OBG and segment E3W-5W is scheduled for October 13, 2006.

- August 24, 2006: Approval of CCO No. 200 in the amount of \$94,394,113 for closeout issues excluding direct cost claims associated with the fabrication of the two steel transition decks.
- <u>July 27, 2006</u>: Approval for closeout strategy and tentative CCO approval in an amount not to exceed \$95M.
- <u>February 23, 2006</u>: Concurrence with staff's direction on the hinge pipe beam issues. Staff informed the DRB and Contractor that the HPB issue remains unresolved (Notice of Potential Claim #11).
- <u>February 23, 2006</u>: Approval of CCO No. 83 for Service Platform Design Changes in the amount of \$1,055,531 and CCO No. 83 Supplemental 1 for Service Platform Installation Work in the amount of \$1M.
- <u>January 19, 2006</u>: Approval to proceed with a January press event to cover the lifting of a large steel box section of the Skyway.
- October 28, 2005: Approval of CCO No. 90 for delays in the fabrication of the Skyway bike path.
- October 28, 2005: Approval of CCO No. 107 for time-related overhead cost associated with working drawing delays.
- <u>September 22, 2005</u>: Approval of schedule and cost mitigation planned approach.



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE CAUTEMIL BAY AND TOLL BLITTORITY COLUMN TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee DATE: September 22, 2006

(TBPOC)

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5f

SFOBB Update - Oakland Touchdown

Item-

Recommendation:

For Information Only

Discussion:

The Oakland Touchdown work is organized into three contracts 1) construction of marine foundations work and westbound approach work (OTD1) -- current approved schedule for completion is July 2009; 2) construction of remaining eastbound approach when westbound traffic is shifted onto the new SAS (OTD2) - current approved schedule for completion is November 2014; and 3) replacement of the existing submarine electrical cable from Oakland to Treasure Island -- current approved schedule for completion is July 2007.

- OTD1: The contract for construction of marine foundations work and westbound approach work was delivered to DES-OE on September 1, 2006, one month ahead of schedule according to District 4 FY 06/07 Delivery Contract.
- OTD2: The OTD team is currently analyzing strategies for reducing the time between opening the westbound bridge and the eastbound bridge to traffic. Four alternatives were evaluated by the team. The team recommendation involves accelerating construction time for critical path construction items on OTD2 to reduce the time between westbound and eastbound opening down to +/- 6 months. Currently the eastbound bridge open date is 1 year after the westbound bridge open date.
- Submarine Cable: An addendum was issued to extend bid opening to September 19, 2006 in response to bidder's request for two additional weeks to prepare bids. Update: Bids were opened on 9/19/06 and only a single bid was

received for \$13,063,777 (engineer's estimate was \$6,624,440). Bid was received from California Engineering Contractor's Inc.

Item 5f.1) – Oakland Touchdown (OTD) Plans, Specifications and Estimate



TO: Toll Bridge Program Oversight Committee DATE: September 19, 2006

(TBPOC)

FR: Tony Anziano, Caltrans, Toll Bridge Program Manager

RE: Agenda No. - 5f, 1

Item- Oakland Touchdown (OTD No.1)
Plans, Specifications and Estimate

Cost:

The estimate submitted with the Plans, Specifications and Estimate (PS&E) was \$226.5 million.

Schedule Impacts:

The PS&E was completed and transmitted to Caltrans Headquarter Office Engineer on September 1, 2006. Approval from TBPOC and funding resolution from BATA by the end of December 2006 will be necessary if the contract is to be advertised in early February 2007 as scheduled.

Recommendation:

Approval

Discussion:

The Department has completed the PS&E for the OTD No.1 contract. The final Plans and Specifications incorporated comments received from BATA's staff and consultants.

BATA's staff and consultants have conducted a review of the Plans and Specifications for the OTD No.1 contract. Although various comments regarding the Plans and Specifications were forwarded to the Department, it is BATA's opinion that the Plans and Specifications are generally satisfactory for purposes of advertising this contract. In general, BATA concurs with the Department's estimate for the project, but notes that there are risks relative to recent volatile material prices and escalation of other costs. However, the Department has remarked that these risks are accounted for within the current overall contract and program contingency that address risk issues. Both BATA and Department staff will review the contract's budget after bids have been received.

Attachment(s):

N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE CAUTEMAS: BAY AMER TOLL ALTHOUGH TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee DATE: September 22, 2006

(TBPOC)

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 6

New Benicia-Martinez Bridge

Item-

Recommendation:

For Information Only

Discussion:

The New Benicia-Martinez Bridge project constructs a new parallel bridge just east of the existing bridge. The project will include reconstructed interchanges to the north and south of the bridges and a new toll plaza and administration building in Martinez. The current approved schedule for completion is during the fourth quarter of 2007.

The contract is 85% complete based on the current revised schedule. All substructures and column work has been completed. Superstructure work is continuing throughout the project. For the cast-in-place portion of the bridge over the straits (Frames 2 and 3), all 11 of the pier tables have been completed, and segment construction either have been in progress or have completed on all 11 piers.

• New Toll Plaza

- o Estimated completion date is October 31, 2006
- Contractor is continuing work throughout the toll plaza area including the installation of electrical, and aluminum composite panel installation above the toll booths.

Marina Vista Interchange

 Contract is 100% complete as of April 28, 2006, and has been accepted by Caltrans.

• 680/780 Interchange

o Contract is approximately 94% complete based on the current revised schedule.

- o To date, all of the bridge structures are substantially complete except for barrier rails and installation of joint seal assemblies.
- o Contractor continues to remove the falsework over the railroad.
- Bay Cities continues to work on the proposed detour road which shall be used at the north end of the new bridge, prior to the new bridge traffic opening.
- o Final electrical work for the new Benicia-Martinez Bridge and the interchange will not be completed until after the December 2007 open-to-traffic date.

- <u>February 23, 2006</u>: Approval of CCO No. 119 in the amount of \$3.6M for the I-680/I-780 Interchange contract to mitigate 92 days of contract delay.
- <u>January 19, 2006</u>: Approval of CCO No. 71 in the amount of \$1.9M for the completion of electrical work. Approval of CCO No. 99 for \$3.9M to complete Span 17 construction.
- November 21, 2005: Approval of CCO No. 117-1, Steel Escalation to cover the risk of cost increases due to the increasing cost of steel.
- October 28, 2005: Approval for the funding plan for the new span project.
- October 28, 2005: Approval of main span CCO No. 109.4 (pile construction joint reparation), CCO No. 110.5 (pile anomaly repair), CCO No. 133.1 (heat of hydration), CCO No. 25 (contaminated soils), CCO No. 31 (water treatment), CCO No. 37.2 (bent 14 differing site conditions), and CCO No. 70 (bent 18 differing site conditions).
- <u>September 29, 2005</u>: Approval of CCO proposal for the 680/780 contract and proceed with processing.
- <u>September 22, 2005</u>: Approval to negotiate with the contractor to agree on the cost and the duration of the delay associated with the main span project heat of hydration issue in an amount not to exceed \$65M and completion by December 31, 2007. TBPOC request to explore ways to limit any future exposure related to concrete issues.



TO: Toll Bridge Program Oversight Committee DATE: September 28, 2006

(TBPOC)

FR: Andrew Fremier, BATA Deputy Executive Director

RE: Agenda No. - 6a

New Benicia-Martinez Bridge

Item- Open Road Tolling CCO

Cost:

\$4.25 M

Schedule Impacts:

The work proposed should have no adverse impact on the current forecast of December 2007 for completion of the New Benicia-Martinez Bridge.

Recommendations:

Approval to authorize Caltrans to negotiate a contract change order (CCO), in an amount not to exceed \$4.25 M, to open the Benicia-Martinez Bridge to traffic.

Discussion:

The Benicia Open Road Tolling (ORT) work consists of the demolition of 8 tollbooths, concrete slab removal, asphalt concrete placement, installation of new signage, and salvage of various items to implement Open Road Tolling (ORT) at the new Benicia toll plaza. The above-mentioned work is being designed by BATA's consultant (URS) and has an estimated cost of \$2.65 M, which includes \$350,000, a 15% contingency. Construction will ideally begin in November 2006 and will be completed by March 2007. This schedule will allow enough time for the Benicia Open Road Tolling System contractor, hired by BATA under a separate contract, to complete their equipment and software installation work prior to opening the bridge to traffic. The \$2.65 M will be funded from the BATA Toll Bridge Rehabilitation budget.

The above-mentioned ORT work is consistent with the FasTrak® Strategic Plan that BATA adopted in June 2006. Caltrans and BATA staffs have jointly developed a Cooperative Agreement for the implementation of the FasTrak® Strategic Plan infrastructure improvements. This Cooperative Agreement has not been fully signed yet;



however, BATA and Caltrans legal staffs have reviewed and are in agreement with the provisions in the draft agreement.

Work consists of placing an open graded asphalt concrete (OGAC) overlay and striping on both sides of the tollbooths, installation of 10 Quadguard crash cushions, and other miscellaneous work to open the bridge to traffic. The above-mentioned work is not additional work. It was planned work that was not included in any specific contract. This work is estimated to be \$1.6 M which will be funded either from the 006034 contract contingency or the \$2 M which was budgeted for this work under the 006044 (Toll Plaza Building) contact.

<u>Draft Timeline of Upcoming Milestones Related to the Work in this Memorandum:</u>

Draft Scope, Schedule and Budget to TBPOC	September 29, 2006
Negotiate CCO with Contractor	October 15, 2006
Begin Tollbooth Demolition	November 1, 2006
Finish Tollbooth Demolition	March 1, 2007
Open Bridge to Traffic	December 2007

Attachment(s):

- 1) Benicia-Martinez Bridge Toll Plaza (Benicia Open Road Tolling Planned Scope of Work)
- 2) Toll Bridge Project Benicia Bridge CCO Schedule (to Open Benicia-Martinez Bridge to Traffic)



TO: Toll Bridge Program Oversight Committee DATE: September 22, 2006

(TBPOC)

FR: Andrew Fremier, BATA Deputy Executive Director

RE: Agenda No. - 6a

New Benicia-Martinez Bridge

Item- Open Road Tolling CCO

Cost:

\$3.9 M

Schedule Impacts:

The work proposed should have no adverse impact on the current forecast of December 2007 for completion of the New Benicia-Martinez Bridge.

Recommendations:

Approval to authorize Caltrans to negotiate a contract change order (CCO), in an amount not to exceed \$3.9 M, to open the Benicia-Martinez Bridge to traffic.

Discussion:

The Benicia Open Road Tolling (ORT) work consists of the demolition of 8 tollbooths, concrete slab removal, asphalt concrete placement, installation of new signage, and salvage of various items to implement Open Road Tolling (ORT) at the new Benicia toll plaza. The above-mentioned work is being designed by BATA's consultant (URS) and has an estimated cost of \$2.3 M. Construction will ideally begin in November 2006 and will be completed by March 2007. This schedule will allow enough time for the Benicia Open Road Tolling System contractor, hired by BATA under a separate contract, to complete the their equipment and software installation work prior to opening the bridge to traffic. The \$2.3 M will be funded from the BATA Toll Bridge Rehabilitation budget.

The above-mentioned ORT work is consistent with the FasTrak® Strategic Plan that BATA adopted in June 2006. Caltrans and BATA staffs have jointly developed a Cooperative Agreement for the implementation of the FasTrak® Strategic Plan infrastructure improvements. This Cooperative Agreement has not been fully signed yet, however, BATA and Caltrans legal staffs have reviewed and are in agreement with the provisions in the draft agreement.



Work consists of placing an open graded asphalt concrete (OGAC) overlay and striping on both sides of the tollbooths, installation of 10 Quadguard crash cushions, and other miscellaneous work to open the bridge to traffic. The above-mentioned work is not additional work. It was planned work that was not included in any specific contract. This work is estimated to be \$1.6 M which will be funded either from the 006034 contract contingency or the \$2 M which was budgeted for this work under the 006044 (Toll Plaza Building) contract.

<u>Draft Timeline of Upcoming Milestones Related to the Work in this Memorandum:</u>

Draft Scope, Schedule and Budget to TBPOC

Negotiate CCO with Contractor

Begin Tollbooth Demolition

Finish Tollbooth Demolition

Open Bridge to Traffic

September 29, 2006

November 1, 2006

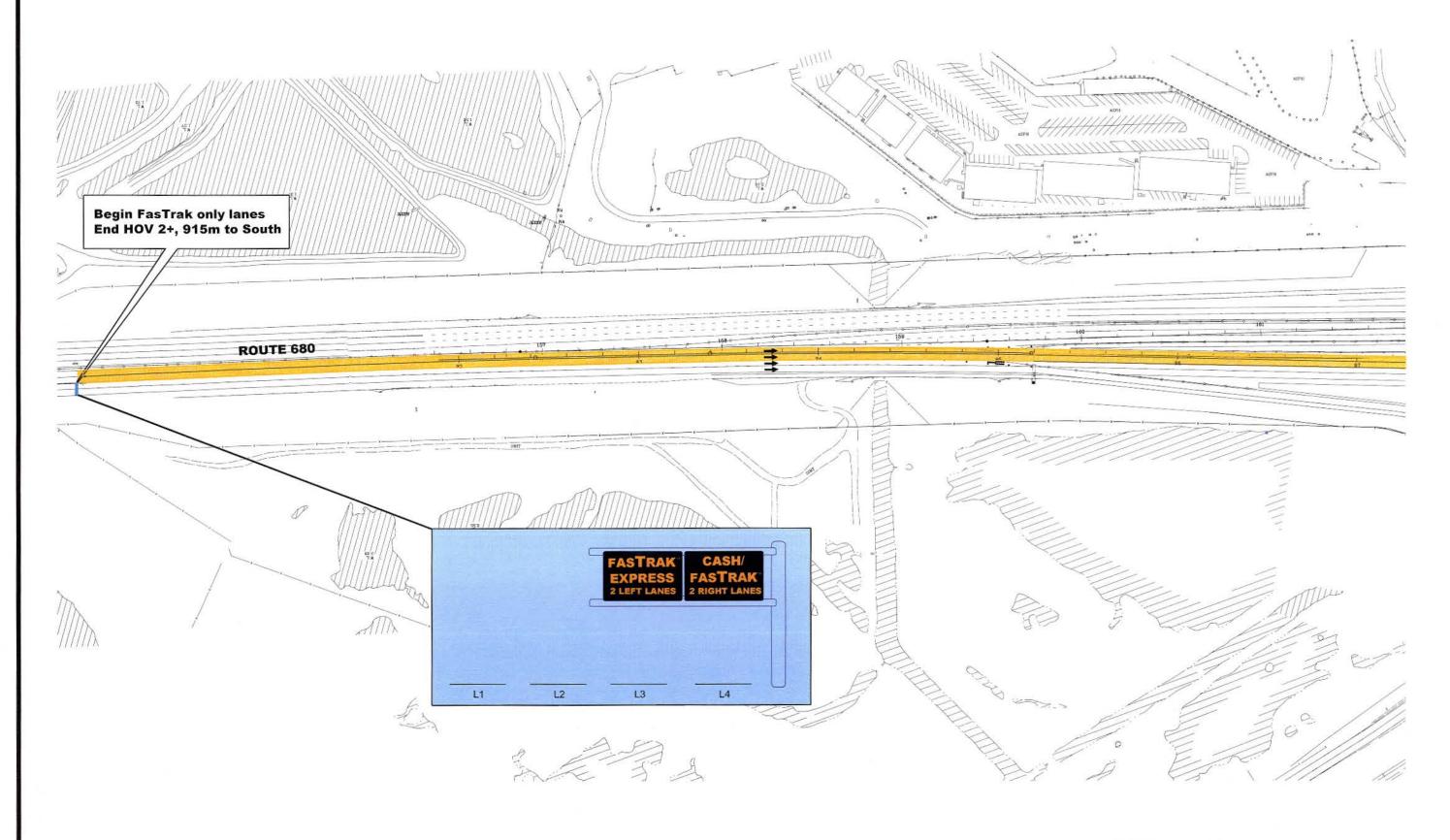
March 1, 2007

December 2007

Attachment(s):

- 1) Benicia-Martinez Bridge Toll Plaza (Benicia Open Road Tolling Planned Scope of Work)
- 2) Toll Bridge Project Benicia Bridge CCO Schedule (to Open Benicia-Martinez Bridge to Traffic)

BENICIA-MARTINEZ BRIDGE TOLL PLAZA





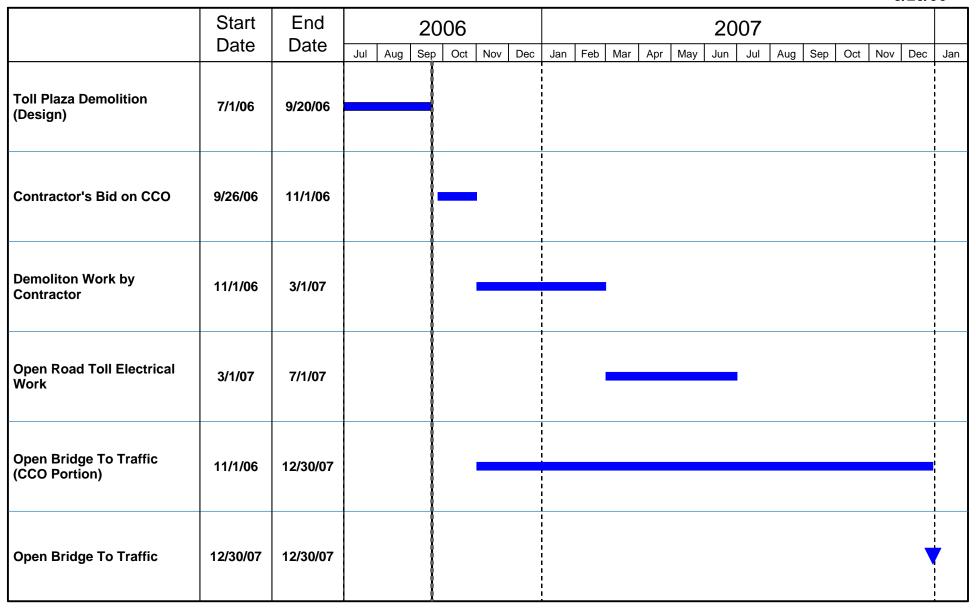




Toll Bridge Projects - Benicia Bridge

CCO Schedule

9/20/06



Milestone

Current Schedule

Item 7: Other Business

No Attachments